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Navy News

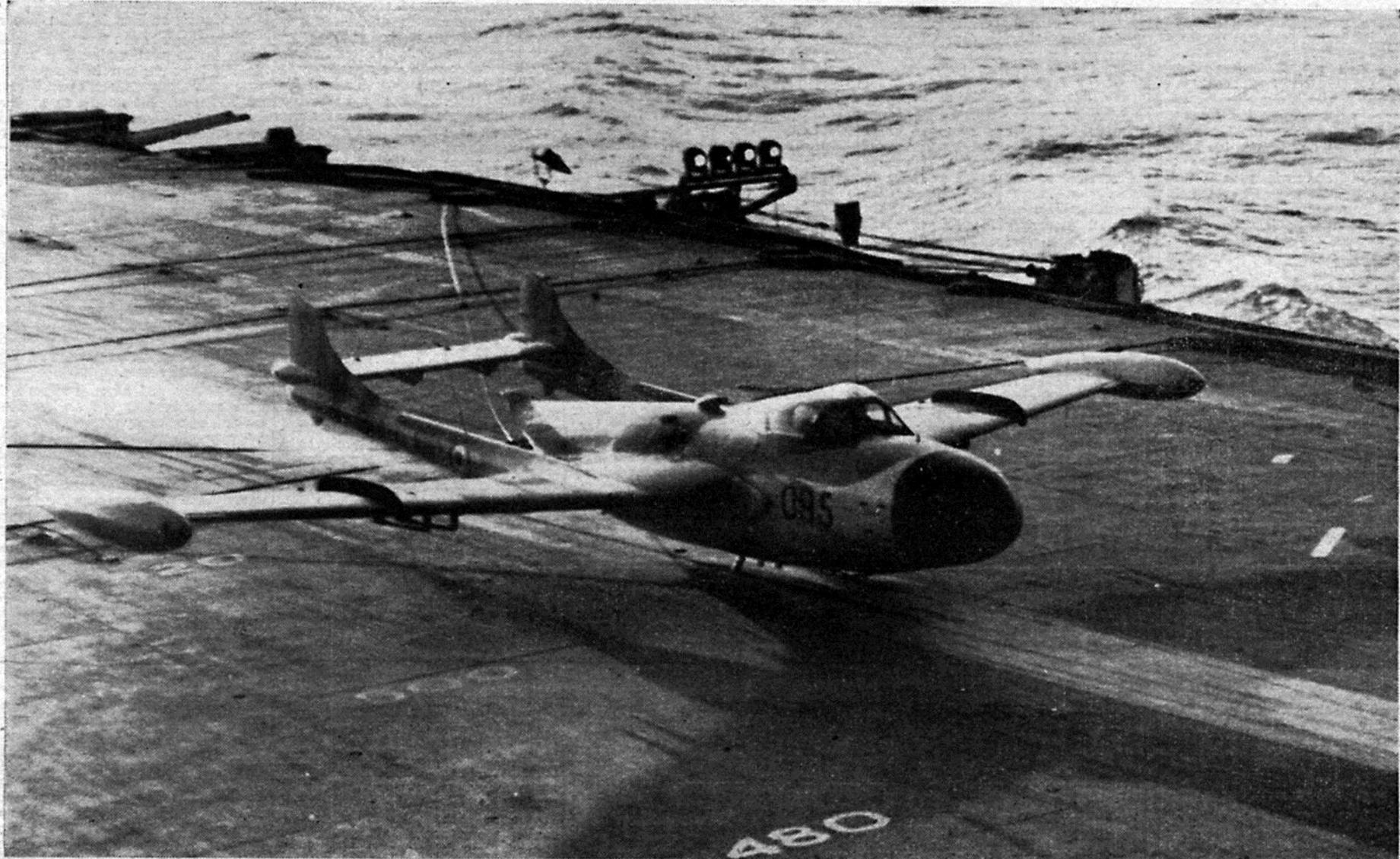
No. 31 DECEMBER, 1956

Published first Thursday of the month

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SKIDDING TO SAFETY



A flak-damaged Sea Venom of 893 Squadron, H.M.S. Eagle, landing on safely without an undercarriage—November, 1956

DRAFTING FORECAST Commissioning Programme

PORTRUSH

FOR GENERAL SERVICE

February 6, 1957: H.M.S. Bulwark commissions for General Service.

March, 1957: H.M.S. Armada commissions for service in Mediterranean and Home Fleets.

March, 1957: H.M.S. Lynx commissions for service in Home Fleet and South Atlantic.

March 27, 1957: H.M.S. Scarborough commissions for service in Mediterranean and Home Fleets.

FOR FOREIGN SERVICE

April, 1957: H.M.S. Newcastle commissions at Singapore for Far East Station.

CHATHAM

FOR GENERAL SERVICE

Mid-December: H.M.S. Narvik for General Service Commission.

Early January, 1957: H.M.S. Grafton for Home Sea Service.

Late January, 1957: H.M.S. Birmingham for General Service Commission Mediterranean/Home Fleet, Clyde.

Late January, 1957: H.M.S. Shackleton for Home Survey Service.

HOME AIR COMMAND

January 14, 1957: 803 and 806 Squadrons at Lossiemouth, 894 Squadron at Yeovilton, 814 Squadron at Culdrose.

DEVONPORT

FOR GENERAL SERVICE

January, 1957: H.M.S. Salisbury commissions for Home Sea Service.

February 5, 1957: H.M.S. Russell commissions for Home Sea Service.

February 5, 1957: H.M.S. Barfleur recommissions for General Service Commission (Home/Mediterranean).

February 5, 1957: H.M.S. St. Kitts recommissions for General Service Commission (Home/Mediterranean).

February 26, 1957: H.M.S. Eagle recommissions.

March 7, 1957: H.M.S. Ulster commissions for General Service Commission (Home/AWI).

April 30, 1957: H.M.S. Ulysses recommissions for General Service Commission (Home/Mediterranean).

April, 1957: H.M.S. Loch Insh recommissions for General Service Commission (Home/E.I.).

May 28, 1957: H.M.S. Hogue commissions for General Service Commission.

May, 1957: H.M.S. Burghhead Bay commissions for General Service (Home/AWI).

May, 1957: H.M.S. Blackwood commissions for Home Sea Service.

FOR FOREIGN SERVICE

December 16, 1956: H.M.S. Cardigan Bay recommissions for Foreign Service (Far East).

February, 1957: H.M.S. Cook recommissions for Foreign Service (Surveying).

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THE ROYAL NAVY AND THE SUEZ CANAL

Full Story of the Operation—See
Centre pages

Navy News

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EDITORIAL

ALTHOUGH MUCH has been written of the recent events in the Suez Canal, few know the extent to which the operations were dependent upon the Royal Navy. We have, therefore, devoted the centre pages of this issue to an article giving a complete account of the part played by the Royal Navy in this operation.

In appreciation and as a tribute to this magnificent effort the Admiralty issued the following message to all H.M. Ships and Establishments:

"In the House of Commons last night the Lord Privy Seal, speaking of the recent operations in the Port Said area, said: 'I am sure that I am expressing the feeling of the whole House in thanking not only the Forces—in particular the Navy—for the actions they have undertaken, but also the reservists for the part which they have performed.'

Their Lordships heartily endorse this statement.

"These operations represent a new development in warfare. In order to reduce civilian casualties and damage to the absolute minimum, severe restrictions were imposed on our bombing and support bombardment. Despite this the assault was carried out with such skill and was so well supported by the Fleet that our casualties and those of the Egyptians, were kept to an absolute minimum.

"A striking new development was the use of helicopters operating from carriers to land Royal Marine Commandos. The Fleet Air Arm provided half the initial striking force against the Egyptian Air Force and practically the entire close air support for the vital assault and consolidation by paratroops and Royal Marine Commandos.

"Their Lordships fully appreciate that the great part played by the Navy in this operation was not achieved without much hard work and considerable disturbance to many officers and men. All concerned may be justly proud of the part they have played in the success of the operation—Well done!"

Amid the stress and strain of the Middle East affair the work being done by our Forces in other parts of the world may easily be forgotten. It is, therefore, with very great pleasure that we are able to produce in this issue three photographs showing the work of a Royal Naval Air Squadron in Malaya.

The New Year will see the introduction of centralised drafting. This has created many problems, not least of which is that of Port Division Advancement. To remove all doubts and suggestions of inequality we are publishing as our leader a very detailed account of how the advancement rotas will operate under the new scheme of drafting.

Demands on our space have been so heavy that for this issue NAVY NEWS has been enlarged to 20 pages.

We hope during 1957 to feature "Letters from Our Readers." We receive many letters, but most of them are so laudatory that modesty prevents us from publishing them, although of course we are, being human, very pleased to receive them. We would be pleased to hear from readers on all subjects, and if their letters are of sufficient general interest we shall publish them.

The Editorial staff wish all readers a very happy Christmas.

The Welfare Committee of R.N. Barracks, Portsmouth, own and operate two luxury 38 seater coaches.

These vehicles are available for the use of all officers, ratings and wrens and their guests, for:

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- ★ EVENING TRIPS
ETC., ETC.

For further information please telephone Dockyard 2616 or write to the Welfare Secretary, Canteen Block, R.N. Barracks, Portsmouth.

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THE RETAINED REGULARS

THE COMMODORE, Royal Naval fighting complement and the ship then Barracks, Portsmouth, recently made a statement to the Press in which he paid tribute to the alacrity and cheerfulness with which the men coming to the end of Special Service Engagements had responded to the demands made upon them when it became necessary to retain them for service in the Fleet beyond their seven-year period. The Commodore added that, following the announcement made in Parliament on November 13, it was now the intention of the Admiralty not to retain any man for a period longer than four months and, furthermore, that every effort would be made to reduce this period as soon as this can be done without prejudicing the requirements of the Navy. An immediate aim would be to release all those men retained during September in time to enable them to reach their homes by Christmas.

The Need for Retention

Men accepting S.S. Engagements contract for a period of seven years' active service followed by five years in the Royal Fleet Reserve. This form of service was instituted in order to provide a reserve of trained men immediately available to the Fleet without incurring the delays which Royal Proclamations and other Government actions would otherwise make inevitable. Although inconvenience, and at times hardship, will result from retentions such as those at the present time, it is therefore necessary to bear in mind that those concerned have contracted to give their services in times of need. An example of the type of hardship which may result from the retentions is the case of the 170 Portsmouth Port Division men who were actually enjoying their release leave at the time of recall: it is reasonable to suppose that these men thought they had said farewell to the Navy for ever and were actively engaged in making arrangements for their future employment which in many cases must have committed them to considerable expenditure of money.

The retention of these men became essential at the end of August. The immediate need was to provide some 200 or 300 men for duties directly connected with the Suez crisis and then to follow this up with a regular increment in numbers in order to meet the wide variety of other commitments which inevitably arise in the wake of such political trouble. Fortunately the retained men are all fully experienced and can be considered suitable for world-wide service without recourse to further training or preparation; but this very fact in itself increases the burden which the retained men must be asked to bear.

Men Recalled from Release Leave

The 170 Portsmouth men referred to above rejoined on September 3 and 4, not a single man failing to report. For the most part these men were drafted immediately from the Royal Naval Barracks to billets from which other men had been moved into the operational area. Eighty-six of the men were drafted to H.M.S. Glasgow in order to bring her up to a full

assumed the role of first reserve for the operational fleet. Although she remained in home waters the necessary heavy programme of exercises and working-up restricted severely the leave for all the ship's company: this in conjunction with the unavoidably crowded conditions obtaining in the ship made for a trying time for all on board. As soon, however, as orders were received to release H.M.S. Glasgow from her role, her 86 retained men were transferred to their depots and thence to other billets in the port area.

The Plan for Release

Developments in the Middle East in September and October suggested that limitation of the period of retention of S.S. Regulars might be feasible and the various drafting offices made plans accordingly. In spite of warlike action being necessary in early November, therefore, early progress towards release is possible; and in some cases the seven years and four months will include leave, so that men will get away before the terminal date.

Men who were on Release leave on August 28 would, under the four-months' ruling, qualify for discharge again during January, 1957. All Port Divisions are, however, making every effort to relieve these men and put them through their release routines before Christmas. In only about half a dozen cases, in which the governing factor is the present irregularity of air travel from the Mediterranean, does the success of this scheme appear doubtful.

For General-Service ratings retained subsequent to September it may not be possible to allow release at under four months' retention as is being done for the cases mentioned above. This is because, even if the emergency were to subside tomorrow, there would still remain much essential work to be done by way of bringing vessels back to their home ports, de-storing them and preserving them, etc. Such clearing-up work is bound to take some months, and at present it can scarcely be started. Nevertheless, it is still the intention to release any man as soon as his individual services can be spared, and the position is the subject of close study by drafting authorities. Subject to this principle that a man should be released as soon as he can be spared, the rule will be that those first retained will be the first to go.

Active Service Men

To those men who are now approaching the end of their S.S. engagements it is necessary to point out that conditions are unlikely to return to a fully normal state for a considerable time to come, and they must expect retention to something like four months beyond their bare seven years whilst international affairs are so confused and threatening. This is, however, a suitable occasion to remind such men that their accrued leave, both seasonal and terminal, will still provide them with a needed breathing space when the time comes to adjust themselves to the way of life outside the Navy.

NATIONAL SAVINGS

Q. Can I give a Premium Savings Bond as a present?

A. You can buy a Premium Savings Bond gift token for a bond and give it away. Whoever you give it to can convert it into a bond as if it were money. But if the recipient is under 16 this must be done by the parent or guardian on the child's behalf.

Q. Can Premium Savings Bonds be used as prizes in athletic and other competitive events?

A. Premium Savings Bond gift tokens can be given as prizes for competitions such as whist drives, etc. They should NOT however be used as prizes for athletic competitions as this involves the recipient in losing his amateur status.



Centralisation of Port Division Advancement Rosters

ADVANCEMENT IN the Royal Navy may be "non-roster" and "roster." Non-roster advancement covers those cases where a man's qualification and recommendation are automatically and without delay followed by advancement. An example of this type of advancement is that from E.R.A. 4th Class to E.R.A. 3rd Class, in which a certificate of competence and a certain length of service in the lower rate together with a Commanding Officer's recommendation are sufficient. Roster advancement applies to those cases where there is an exact limit laid down by the Admiralty Vote "A" to the numbers which may be borne of the particular rate and branch. Here it is necessary for men, in addition to qualifying themselves, to wait their turn in a queue until a vacancy occurs in the higher rate owing to men leaving the service, obtaining further advancement, etc. In the case of some rates there is a surplus of vacancies over candidates and, in consequence, of course, no queue: the roster is then said to be dry.

Own Rosters

Each Port Division operates its own rosters independently of the others and it is inevitable that there must be some differences in the lengths of time necessary to reach the top: this follows from each Port Division having different resources of manpower and different commitments to meet. Also, within each port, it is found that the speed of roster advance varies from branch to branch. For example, if the rate of release from the service varies or if the Admiralty have occasion to alter the numbers borne at any rate, this is bound to be reflected in a change in length of rosters concerned. Under some circumstances rosters tend to become so long that advancement is discouragingly slow, and it is to prevent this stagnation that a certain minimum rate of advancement is authorised irrespective of whether or not this results in over-bearing. This is known as trickle advancement.

Broadly speaking, advancement to leading rate follows quickly upon the obtainment of the necessary qualifications: advancement to Petty Officer takes up to three or four years, and that to Chief Petty Officer or Chief Artificer may take as long as twelve years on the roster.

Each individual's position on the roster is determined by a figure known as the "basis of the roster." This is sometimes the date of a professional examination, sometimes the date of application to sit the examination, sometimes the date of a man's seniority, and sometimes a combination of these factors. A man's "basis of the roster" is determined at the time at which he joins the roster, but thereafter it may be varied by his obtaining red recommendations on the half-yearly recommendations for advancement (Form S.507) rendered by ships and establishments.

The New System

The last time men will be recommended on Port Division Forms S.507 will be November 30, 1956. On receipt of these forms in the General Service Port Divisions the rosters will be brought up to date and after adjustment on about February 1, 1957, action will be taken to amalgamate all into one Centralised Roster (for each rate) which will, in due course, be operated by the Naval Drafting Authority at Haslemere.

Port Division rosters will be amalgamated into one central roster in the order of "basis of the roster." Advancement will therefore continue into vacancies, on a centralised basis, from the top of the amalgamated roster regardless of Port Division.

This, however, is by no means all the story. The variations in the lengths of Port Division Advancement Rosters require careful treatment. These variations are sanctioned neither by logic nor justice and one of the benefits expected from the centralisation is that in future the time taken to be advanced to (e.g.) Petty Officer Engineering Mechanic will not to any extent depend on the man's Port

Division. On the other hand, to postpone a man now at the top of a Port Division Roster until all men of other Port Divisions of earlier basic date have been advanced would be seriously unfair. For this reason Their Lordships informed the Fleet by A.F.O. 517/56 on February 27, 1956, that no man already qualified and on the roster at that date should suffer as a result of the pooling of the rosters.

Much midnight oil has been spent in the last six months in deciding how to honour this undertaking at the same time as getting an amalgamated roster as soon as possible and realising the advantage I mentioned above.

Men Already on Port Division Rosters

Let me say at once that no difficulty arises in the vast majority of rosters for leading rate; nor in most of the rosters for Petty Officer. In such cases the length of time on the roster is so short that, within the next year, any man who was already qualified on February 27, 1956, will have been able to reach the top of his roster. On the other hand some rosters for the Chief rate are long and men within sight, so to speak, of the top of their Port Division rosters have a vested interest in the old system.

The method decided upon will take effect in each advancement roster as follows:

(a) Advancement from the top of the amalgamated roster will be made into vacancies on a centralised basis. This ensures progress towards a final amalgamated roster.

(b) At the end of each month the advancements made will be examined to see how many ratings of each category of each of the old Port Divisions have been advanced. If the number in any category falls short of the numbers of advancements which would have been made under the old Port Division system the difference will be made up by means of Supplementary Advancements. The men to be rated supplementary will, of course, be those highest of the Port Division in question in the centralised roster: to be eligible for supplementary advancement a rating must have acquired the necessary qualifications for advancement by an effective date of February 27, 1956, and must, of course, still be fully qualified and recommended.

An extensive statistical investigation of this system has shown that overbearings are likely to occur in a relatively small number of "Chief" rates; but that such overbearings tend to disappear over a two-year period and that within a reasonable time all rosters will settle down into amalgamated rosters, without any possible unfairness to the individual. When this stage is reached the rosters will be operated as amalgamated rosters and the check procedure will no longer be required.

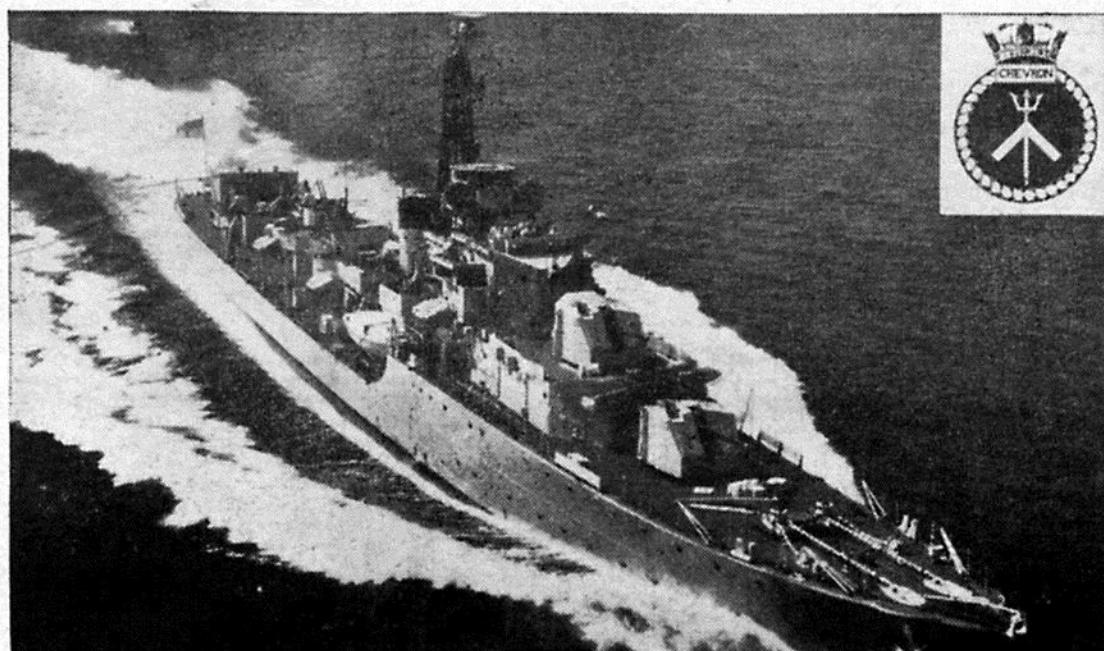
Effect on Portsmouth Rosters

During the investigation it became clear that—with notable exceptions—the Portsmouth rosters were longer than those of either Devonport or Chatham. The general effect of amalgamation will, therefore, be that Portsmouth advancement to the Chief rate will be accelerated, while the position of Devonport and Chatham ratings already on their own advancement rosters is secured by supplementary advancement as explained above. To set against this, a parallel investigation suggests that up to now Portsmouth ratings above the leading rate have had the longest period at home between successive Overseas Commissions (with the significant exception of the Communication Branches). Very broadly, therefore, the senior Portsmouth rating will receive slightly earlier advancement than he could have expected under the Port Division system, but he will go Overseas again sooner under centralisation than would have been the case. To those (and they are many) who strive for early advancement and active employment it will seem that the Portsmouth rating will benefit in both respects—the others will no doubt recognise that justice is being done.

Christmas Greetings
to all readers

SHIPS OF THE ROYAL NAVY

No. 15. H.M.S. CHEVRON



H.M. DESTROYER Chevron was laid down under the 1942 naval construction programme but was not commissioned until the end of the war in the

Pacific. She was designed with a view to operations in the Pacific.

The ship has a standard displacement of approximately 1,700 tons, is 362 feet 9 inches long and 35 feet

8 inches broad. Her designed speed is 36 knots and her armament includes four 4.5-inch and several smaller calibre guns with 21-inch torpedo tubes.

Motoring Notes

AT THE time of writing these notes it has been announced that Petrol Rationing commences on December 17. My original intention this month was to give a report on the Motor Cycle Show at Earls Court and devote my notes to motor cycles. In the circumstances, however, I am sure I will be forgiven if I concentrate on how to get the maximum mileage out of your petrol ration.

The Petrol Allowance

The monthly basic allowance is intended to give 200 miles' motoring per month and is as follows:

Private Cars

Up to 1,100 c.c. (1 to 9 h.p.)	6 gals.
including 3-wheel vehicles	
1,101 c.c. to 1,600 c.c.	7½ gals.
(10-13 h.p.)	
1,601 c.c. to 2,400 c.c.	9½ gals.
(14-19 h.p.)	
2,401 c.c. and over (20 h.p. and over)	10½ gals.

Motor Cycles

Up to 250 c.c.	3 gals.
Over 250 c.c.	4½ gals.

Owners of motor scooters will be chuckling, of course, since the ration of 3 gals. for up to 250 c.c. machines will give them an easy 300 miles of motoring per month.

Stretching the Ration

There are three main factors in obtaining the maximum mileage from the petrol ration, all equally important.

(a) Driving

The main essential is to keep one's maximum speed down to about 40 m.p.h. Speeds higher than this increase

petrol consumption quite severely. Rapid acceleration is also inadvisable, especially by using the lower gear ratios, the aim being to use as high a gear as possible without ill-treating the engine. It goes without saying, of course, that you cannot stay in top gear all the time, but the general trend must be towards quieter and steadier driving. The brakes should not be used excessively, except of course in emergency, and one should aim to slow down on a trailing throttle rather than on the brakes.

Free-wheeling and coasting in neutral are old tricks and very effective provided the brakes are in good order. If the coasting distance is worth while the engine can be switched off but restarting of the engine should be done by the self-starter and not by slipping the car into gear, since damage to the synchromesh devices in the gear-box may result. Under no circumstances should the car be free-wheeled by depressing the clutch pedal or just by switching off the engine, the gear lever must be properly in neutral and the foot away from the clutch pedal.

Incidentally, on long gradients care must be taken that the engine does not over-cool when coasting or the economy will be nullified by having to use the choke when restarting the engine.

(b) Engine tuning

It goes without saying that to get the best from an engine it must be in good tune. Items to be checked are as follows:

Valve tappet clearances must be correctly set.

Distributor contact points must be clean and set to the correct gap.

Sparking plugs must be in good condition and the gaps correct. If the plugs have run more than 10,000 miles they should be replaced.

All high-tension leads should be in good condition and should be renewed if necessary.

If the engine is slow to warm up the thermostat should be checked.

All petrol leaks must be rectified.

In addition, further tuning which will stretch the ration considerably further can be carried out at moderate expense.

The first item is to fit a size smaller main jet in the carburettor. In the case of Standard Vanguard cars a complete economy set can be fitted at a cost of about 8s. 6d. This set comprises Main jet 125, Air correction jet 180, Choke tube 24.

A stage further is to fit a high-voltage coil, using sparking plug gaps of .0035 to .0038-inch and even smaller main jets than above.

Engine efficiency can also be increased by controlling its temperature with a radiator blind.

(c) Reduction of friction

In the engine, friction losses can be reduced by using a thinner oil not heavier than S.A.E. 20, or a multi-grade oil if the engine is fairly new. An oil consumption of 280 miles to the pint is permissible.

All brakes must be checked for freedom from binding, a prolific source of power loss. Hub bearings should also be checked, adjusted and repacked with light grease.

Finally, don't forget to keep tyre pressures correct. An increase of 2-3 lb. above normal pressure will give a slightly rougher ride but can help considerably in improving m.p.g.

A. E. Marsh

SHIPS OF THE ROYAL NAVY

No. 15—H.M.S. Chevron

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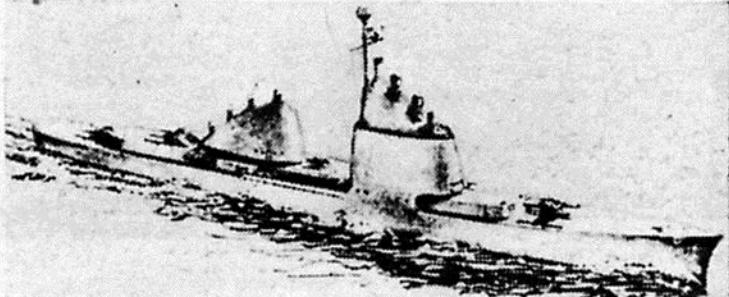
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The “Salu” type nuclear powered guided missile cruiser (CLGN) designed to be equally effective against sea, air, land and underwater (SALU) targets. This artist's impression portrays the ship, subject to design changes, which has been requested as a part of the United States Navy's 1957 new construction programme. This latest addition to the U.S. Navy's atomic attack and defence systems will carry a number of multiple guided missile launchers for directed weapons of varying range and capabilities, as well as torpedo launching equipment

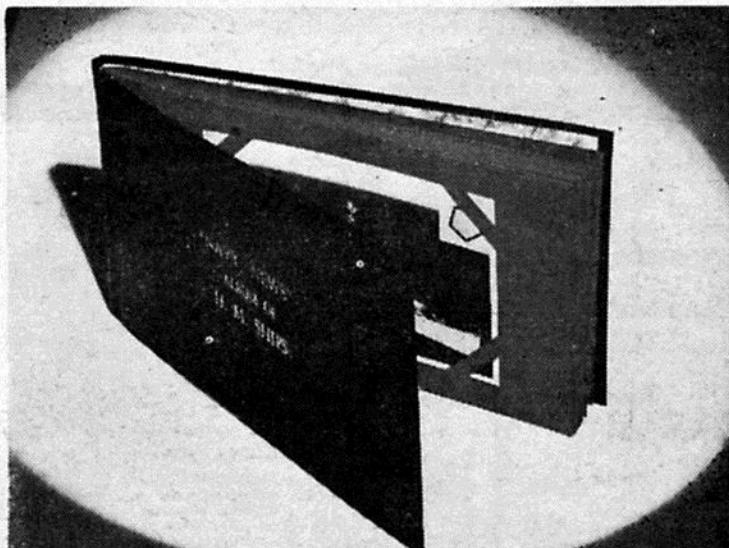
The 58th Edition of “Jane's” Fighting Ships is remarkable in that it includes a considerable amount of fresh material. Covering, as it usually does, the existing units of the World's Navies, it lifts the curtain to reveal the future development of nuclear powered and guided missiles ships.

Of particular interest are the chapters devoted to the United States and the Russian fleets. In the former, 14 warships have guided missile capability including aircraft carriers and submarines. By 1961 the United States Fleet will have 47 ships armed with this weapon. Two atomic power submarines have been completed and 13 others are under construction or on order.

Details of Russian developments in the field of nuclear power and guided missiles is naturally restricted, but it is reported that there are over four hundred submarines in commission and the number of “Sverdlov Cruisers” is now 16 with a further six under construction. According to “Jane's” Russia has built more cruisers and destroyers than all the nations of the world combined.

Priced as last year at £4 4s. 0d., “Jane's” Fighting Ships is full of information so necessary to those interested in sea-power. It is an invaluable reference book which every mess ought to have.

“Navy News” Photo Album



The above illustration shows the “Navy News” photograph album for “Ships of the Royal Navy” postcards. Many purchasers have expressed their complete satisfaction with the album, which can be obtained at cost price, 4s. 6d., or post free, 5s. This album, with the 15 postcards already published, would make an excellent Christmas gift

W.R.N.S. NOTES . . .



W.R.N.S. uniforms—1917-1956

PORPSMOUTH

Visit by the Director W.R.N.S.

COMMANDANT N. M. Robertson, C.B.E., Hon. A.D.C., visited R.N. Hospital, Haslar, H.M.S. Dolphin and the Office of the Commander-in-Chief on November 20. She was also present at the official cocktail party given by the W.R.N.S. officers at Duchess of Kent Barracks.

The Late Chief Wren Jellett

It is with the greatest regret that we have to announce the death of Chief Wren Marian Jellett of H.M.S. Caledonia, which took place very suddenly at R.N. Hospital, Haslar, where she had been a patient for a short time. We extend our deepest sympathy to her relatives.

Command Handicrafts Exhibition

The Portsmouth Command W.R.N.S. Handicrafts Exhibition was held on November 13, at Duchess of Kent Barracks. The exhibition was very kindly opened by Lady Creasy. The display was very varied and the standard of exhibits in the embroidery, canework and art sections was very high. Work from the dressmaking section was entered for the Forces Sewing Competition organised by the National Needle Arts Bureau. First Prize winners have been forwarded for Inter-Service competition with the W.R.A.C. in London. This year's novelty was the introduction of past W.R.N.S. uniforms into the Fashion Parade; two uniforms of the 1917 era

were very kindly lent by the National Maritime Museum.

The Lord Mayor's Hungarian Relief Appeal

The sum of £113 was raised by members of the W.R.N.S. living at Duchess of Kent Barracks, and this has been forwarded for Hungarian Relief.

Portsmouth Command W.R.N.S. Benevolent Trust

The recent Portsmouth Draw realised the sum of £102 for the W.R.N.S. Benevolent Trust.

H.M.S. Mercury

At the end of October we said goodbye to Third Officer G. W. Pinkham, who has left the Service and is shortly going to Canada. We wish her every success in the future.

On November 5, H.M.S. Mercury held its Annual Firework Display, to which the W.R.N.S. Unit invited the boys and girls of the R.N. Orphanage at Waterloo, and gave them a tea-party afterwards.

The following day, the Wrens held their Autumn Dance, which was generally considered a great success. A raffle, held in conjunction with the dance, raised the sum of £20 for the W.R.N.S. Benevolent Trust.

Royal Marine Barracks, Eastney W.R.N.S. Sunday—members of the Unit took part in the Morning Service on October 21, when four Wrens took the collection, a page was turned in

(Continued bottom column 3)

DEVONPORT

VENEZUELAN OCCASION

A DAY at sea in a Venezuelan destroyer meant a day packed full of particular interest and enjoyment for two W.R.N.S. officers and 23 Wrens from H.M.S. Drake. This took place last month when the Captain of F.N.V. Aragua (Commander D. Gamez) invited us to accompany them when they were doing some gunnery trials—judging by the number of cameras in action our visit was also a source of interest to the Ship's Company, who had never had Wrens on board before.

After lining the deck for leaving harbour, we enjoyed some good coffee or iced fruit juice and then split up into small groups for a conducted tour of the ship. Luckily, language provided little difficulty as many of the Venezuelans spoke good English, particularly those who stood by the ship when she was being built at Barrow. So much was of interest and we were very impressed by the high standard of living accommodation and the unusual, but delicious food. Piquant sauces, appetising salads, and mounds of rice instead of potatoes, were amongst the things enjoyed by all but the few who favoured Quells.

Before we left the ship the Captain marked "this historic occasion" by making a happy speech and offering us a glass of excellent sherry wine. We shall not forget the gay and thoughtful hospitality which entirely believed Aragua's crest—a wolf rampant on a rough sea.

During the summer, W.R.N.S. officers and ratings from H.M.S. Drake and H.M.S. Raleigh also enjoyed days at sea in H.M.S. Eagle, H.M.N.Z.S. Royalist and ships of the Local Squadron.

Out of Uniform:

A CHARMING wrap-over housecoat in Everwear's "tiny tuft," with shawl collar, full skirt and cuffed sleeves. Available in Off White, Royal, Powder, Aquamarine, Rose, Red, Maize, Nil Green, Cerise and Peach, retails at about 84s.

COMPETITION

The New Year is the time for parties. We offer a prize for the best suggestion for a party game, for children of all ages, or for adults. Please send your entry, on a postcard, to "Navy News," Woman's Page, Royal Naval Barracks, Portsmouth, to arrive not later than December 20.

RECIPE

Instant Orange Chiffon

Ingredients

1 packet Vanilla Cream Instant Pudding
2-3 oz. sugar
1 tin Mandarin Oranges (11 oz.)
Juice of 1 lemon
2 egg whites.

Method.—Mix the pudding powder and sugar together very thoroughly. Put the mandarins and syrup into a bowl (leaving a few fruit sections for decoration) with the lemon juice. Sprinkle the mixed powder and sugar over the fruit and stir until blended. Beat the egg whites stiffly and fold into the mixture. Serve in individual glasses and decorate with the remaining mandarin sections.



CHATHAM

New Admiralty Housing Estate

By the end of next year, the new Admiralty housing estate at Dargate Wood, Walderslade, near Chatham, visited by the Duchess of Kent on November 21, will provide modern furnished homes for 560 ratings and their families. Located some five miles from the town centre on an attractively wooded, fifty-seven acre site, it will comprise 280 three-bedroomed semi-detached houses and a similar number of two-bedroomed flats.

The first ratings, their wives and children are now moving into the houses and flats already finished on the estate, where work was started by contractors in February of this year. Elsewhere on the 13 roads making up the estate construction is advancing rapidly.

The houses and flats are to be furnished in light oak, including a three-piece suite and double or single beds as required. There is a range in colour schemes for the curtains, carpets and loose covers to be provided for occupants.

Women's Delight

In all, a total of 105 pieces of furniture go into each house for its dining room, lounge, kitchen, separate bathroom and lavatory and bedrooms, all with woodwork and walls decorated in shades of cream. Heating is provided by a solid fuel fire with tiled surround in the lounge, two portable convector heaters and an immersion heater, while in the fully fitted kitchens are the latest gas cookers. There are ample power points, two being provided in the lounge and there is also a panel for radio and television connections.

Cooking Utensils

In addition, more than 150 items of crockery and cooking utensils are made available from aluminium saucepans, rotary whisks and mincers down to bread graters, bun tins and dish mops for washing up.

The flats have one living room with a serving hatch from the kitchen and two large bedrooms. Those on the upper floors of the two or three-storied blocks have solid floors to reduce noise. Both houses and flats have outhouses suitable for use as a toolshed and lockable coal bunkers of 9 cwt. capacity.

The exterior finish of the buildings, which have pleasantly wide grass verges, is of dark brick and primrose plaster with heavy dark tiles over deep eaves. Ample open spaces with mature trees help to preserve the rural character of the small Naval township.

Rents for accommodation on the estate will be 17s. a week for houses and 15s. 6d. for flats.

W.R.N.S., Q.A.R.N.N.S. and V.A.D. Handicrafts Exhibition

MRS. R. L. FISHER, wife of Rear-Admiral R. L. Fisher, D.S.O., O.B.E., D.S.C., kindly opened the W.R.N.S., Q.A.R.N.N.S. & V.A.D. exhibition of handicrafts on Thursday, November 15, 1956, in R.N. Barracks, Lee-on-Solent.

The work on view had been made by members of the three Services serving in stations throughout the Home Air Command.

The two hundred and forty exhibits were judged by:—

Mrs. B. Goater, on Panel on Handicrafts Teachers for Winchester Education Authority.

Miss A. E. Gibbons, A.R.C.A., Head of the Dept. of Dress Design, Portsmouth College of Art.

Miss D. E. Winter, representative from the Singer Sewing Machine Co. Ltd.

This year the rules in the Dressmaking Section were laid down by the National Needle Arts Bureau Ltd. The exhibits were divided into three sections with prizes of a workbasket and two silver spoons awarded in each.

The three prize-winning garments have been sent to London where they will be judged in competition with

(Continued from previous column)

the Book of Remembrance by the P.O. Wren Regulating and the Officer-in-Charge W.R.N.S. read the lesson.

H.M.S. Collingwood
The W.R.N.S. Annual Dance was held on October 30 and a very good time was had by all.

Four Wrens from H.M.S. Collingwood took part in the Festival of Remembrance at Southampton.

H.M.S. Victory
During the past month there have been many outside activities in which the W.R.N.S. personnel of H.M.S. Victory have taken part.

Wilfred Pickles came to the Trafalgar Club on October 16 and Wren J. M. Hudson was the only Wren to "Have a Go." Chief Wren Robinson, who is a member of the Trafalgar Club Committee, was also interviewed but did not take part in the actual broadcast.

Several W.R.N.S. officers and ratings attended the Sunday Half-Hour of Community Hymn Singing which was broadcast from St. Ann's Church, H.M. Dockyard, on Trafalgar Day.

The W.R.N.S. personnel of Duchess of Kent Barracks contributed to a large parcel of gifts for the Nursery Stall at the Y.W.C.A. Christmas Fair. The response to this appeal was very good, especially from the Chief and Petty Officer Wrens' Mess.

entries from the Women's Royal Army Corps and the Queen Alexandra's Royal Army Nursing Service.

The maker of the winning garment in each of the three sections will be presented with a cheque for £10 and a further prize of £10 will be awarded to the maker of the best entry in the whole exhibition.

Prizes in the Home Air Command Exhibition were awarded as follows:—

Prize for the Best Exhibit:—Second Officer K. Morgan (Daedalus), large pleated lampshade.

Dressmaking, Class 1—Blouses, Nightwear and Lingerie:—Second Officer K. Morgan (Daedalus), smocked nightdress—hand sewn.

Dressmaking, Class 2—Dresses, Sportswear, Beachwear and Play-Clothes:—Second Officer K. Morgan (Daedalus), cocktail dress and stole.

Dressmaking, Class 3—Garments for Children:—Superintendent E. M. Hampson, O.B.E., W.R.N.S., child's dress, hand sewn and smocked.

Embroidery—Hardanger Work:—Wren Singleton (Culdrose), supper cloth.

Embroidery—General:—L./Wren Preston (Yeovilton), table cloth.

Canework:—C./Wren Ramsay (Culdrose), doll's cradle.

Toymaking:—Wren Terry (Daedalus), donkey.

Knitting:—P.O. Wren Smiles (Daedalus), blue bedjacket.

Art:—L./Wren Jewell (Anthorn), Portrait drawing.

Miscellaneous:—Wren Vinney (Yeovilton), woven dinner mats.

Lampshades:—Second Officer K. Morgan (Daedalus), large pleated lampshade.

The results of the R.N. Women's Section of the Sewing Competition held in London on Tuesday, November 27, 1956, were:

Prize for the best exhibit (Army and Navy)—Chief Officer M. M. Kettlewell, W.R.N.S., Senior W.R.N.S. Officer, Plymouth.

Class 1 (Blouses, nightwear and lingerie)—First, Chief Wren Ray, R.N.B., Chatham. Highly Commended, Second Officer K. Morgan, W.R.N.S., R.N.B., Lee-on-Solent.

Class 2 (Dresses, sportswear and beachwear)—First (shared), Second Officer K. Morgan, W.R.N.S., R.N.B., Lee-on-Solent; and Head V.A.D. Forsyth, R.N. Hospital, Chatham.

Class 3 (Garments for Boys and Girls under 12 years of age)—First, Chief Officer M. M. Kettlewell, W.R.N.S., Senior W.R.N.S. Officer, Plymouth. Highly Commended, Superintendent E. M. Hampson, O.B.E., W.R.N.S., Senior W.R.N.S. Officer, Home Air Command.

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Friendly Wives



Lady Creasy, Countess Mountbatten and the Chairman, Mrs. Grant

VERNON BRANCH

OUR ANNUAL Sale of Work was a very great occasion this year with the Countess Mountbatten of Burma, President of R.N.F.U.S.W., most kindly coming to open it, and Lady Creasy, President of the Portsmouth Area R.N.F.U.S.W., accompanying her.

The sale was held in the Vernon Theatre on Wednesday, November 14, and comprised a sewing stall, a cakes, bottles and sweets stall, a miscellaneous stall, a raffle stall and a bran tub in the form of a wishing well.

On arrival, Lady Mountbatten and Lady Creasy were met by Mrs. Grant (Chairman), who presented her committee. Lady Mountbatten and Lady Creasy then toured the stalls with Mrs. Grant who introduced the stallholders.

Great Pleasure

From the platform Lady Creasy welcomed Lady Mountbatten on behalf of the "Friendly Wives" of the Portsmouth Area and said what very great pleasure her visit had given everyone and how fortunate the Union was in having such an enthusiastic President, this was indeed a very big day in the activities of the Branches.

Mrs. Grant, on behalf of the Vernon Branch, very warmly seconded Lady Creasy's welcome to Lady Mountbatten and said how tremendously the Branch had been looking forward to this day. She thanked the Branch for the splendid teamwork that had gone into the preparation of the sale and for the many lovely articles that had been given.

In opening the sale of work, Lady Mountbatten expressed her pleasure at this visit and the welcome opportunity it gave her of meeting so many members. She congratulated the Vernon Branch on the attractive appearance of the stalls and said that she could see that a great deal of hard work had gone into achieving this. After the opening ceremony Elaine Vicary, 3-year-old daughter of Lieutenant-Commander and Mrs. Vicary, and Judith Riley, 4-year-old daughter of Chief Petty Officer and Mrs. Riley, presented bouquets to Lady Mountbatten and Lady Creasy.

Guests

We were delighted to have as our guests Mrs. Thompson (Chairman of the Southsea Branch), and Mrs. Casement (Chairman of the North End Branch), who presented their committees to Lady Mountbatten.

We were also very pleased to welcome Mrs. Burnett (Vice-President of the Portsmouth Area), Mrs. Boxer (Vice-Chairman of the Gosport and Fareham Branch), and Mrs. Winter (Hon. Secretary of the Portsmouth Area).

During the afternoon Lady Mountbatten chatted informally with many members and their friends and after tea drew the tickets for the raffles and gave the prizes to the lucky winners. Mrs. Price won the tapestry stool, which was worked by the sewing party.

Members' Work

The stalls and their contents were much admired, and the 200 people present were soon eagerly clustered around the different stalls. These were needlework (on which all articles were made by the sewing party either at their fortnightly meetings throughout the year, or at home), white elephant, grocery and handkerchief stalls. An innovation this year was the presence of Madame Sybil, the fortune teller, who was kept busy all afternoon, and still had a queue of clients when all the stall-holders had finished clearing up after the sale. Articles raffled were a Christmas cake, a chicken, a doll, an embroidered cloth and two patchwork cushions.

A special mention must be made of

In Which We Serve

It is not generally known that since 1950 the Royal Navy has completed over two hundred ships. Nor is it fully appreciated that half of the ships now in commission are post-war completions.

In an admirable little booklet of sixty pages published by the Admiralty, and entitled "In Which We Serve," every effort has been made to give an up-to-the-minute review of the Navy, its functions, progress, and its development for the future.

Of considerable interest to all of us are the chapters devoted to accommodation in ships and ashore. Since 1946 hundreds of married quarters have been completed at stations at home and abroad and many others are in the course of construction.

The new pay code has not been forgotten and each of us can see at a glance what we get or should get together with a complete table of pensions and conditions.

Attractively produced, fully illustrated, and written in a simple straightforward style "In Which We Serve" will soon be available in every ship and Establishment. The first issue will be distributed free at the ratio of one per mess. Additional copies will be on sale from Naafi at the nominal cost of 2d. a copy which includes an envelope.

At the moment there are postal difficulties for ships abroad but it is anticipated that distribution will be completed to the Home Fleet and Establishments by mid-December, the Mediterranean by Christmas, and the Far East by early March.

the good work done by the tea committee and helpers. Not only did they organise and serve the teas, but also ran the grocery stall.

We were very pleased to have with us Mrs. Lean, who played many delightful selections on the piano and contributed a great deal to the enjoyment of the afternoon.

On November 14, several of our members much enjoyed Vernon Branch sale of work, and during the afternoon members of the committee were presented to Countess Mountbatten.

This month we are holding our Christmas party on December 10 at 2.15 in the Theatre, Royal Naval Barracks. There will be no charge for the special party tea or the raffle at this meeting.

Owing to lack of support the proposed outing to London on December 12 will not now take place.

HAVANT BRANCH

THE FIRST meeting of the Branch was held on Monday, November 19, at St. Faith's Minor Hall, Havant. Following R.N.F.U.S.W.'s tradition the last verse of "Eternal Father" was sung and a Naval prayer said by Mr. Beaumont, the Curate-in-charge of Leigh Park.

Lady Creasy then formally opened the Branch and announced that Mrs. Chavasse, wife of Capt. P. M. B. Chavasse, D.S.C., of Under Water Counter Measures Weapons Establishment would be the Chairman of Havant Branch. Responding Mrs. Chavasse outlined her plans and it was decided by a show of hands that Havant Branch would meet on the third Tuesday of each month. The December meeting remains on December 11 as previously arranged.

The afternoon's speaker was Mrs. Thistleton-Smith, who gave an interesting and amusing account of her experiences when visiting Russia, as a Naval wife, last year during the visit of ships of the Home Fleet.

We are most grateful to Vernon Branch for doing teas and Southsea Branch for providing helpers in the nursery.

NORTH END BRANCH

OUR MEETING was held on Tuesday, November 6, at the Fisher Hall, Whale Island. Mrs. Casement presided.

We were very glad to have Lady Reyne and her choir with us again and we very much enjoyed their singing.

The raffle was for a bowl of bulbs, flowers, and apples and the winner of the first prize was Mrs. Funnell.

The next event in our calendar is the Christmas bazaar on Tuesday, December 4, at 2.15 p.m.

It was opened by Mrs. Twiss, who used to belong to the Branch and is known to many members. There were stalls for Christmas presents, cakes and sweets, provisions and Christmas decorations, and, of course, teas were available.

Married Quarters

NOVEMBER has been another successful month both as regards the number of new houses occupied and the number of new hirings found. The Married Quarters staff has been kept very busy indeed.

A point which does not seem to be generally appreciated is that it will pay the married man returning from a General Service commission to apply for a quarter as soon as his ship arrives in Home Waters. If he does so, his name will come to the top of the roster about the time the ship is due to pay off and when he can expect a draft to Port Service or Home Sea Service. If he gets a draft to the Portsmouth area he will also get a quarter and be able to live with his family at a very low rental. The standard of the quarters is such that very few men could afford to rent equivalent furnished accommodation privately. The man who gets drafted elsewhere admittedly has to start again but he has lost nothing but the five minutes spent in filling in an application form.

A case in question is Kenya from whose ship's company very few appli-

cations have been received since she returned home.

It may be of interest that those serving in ships based on Portsmouth and whose ship's companies were entitled to married quarters have not been penalised through being sent to the Eastern Mediterranean on account of the Suez flare up. For instance, the families of officers and men serving in Tyne and Bulwark are being put into quarters and new applications are being accepted. Similarly, those serving in Maidstone may now apply for Portsmouth quarters and those of Maidstone's ship's company who had quarters at Portland have been given the option of keeping them or of moving into Portsmouth quarters. The principle adopted has been that none should lose as a result of these unexpected movements.

Applications for quarters have not been so heavy and no increase in the numbers on the rosters seems likely. It is probable that the November statistics will show a decrease to about six months in the waiting time for both petty officers and junior ratings.

H.M.S. APOLLO

THE COMMANDER-IN-CHIEF, Home Fleet, Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E., is paying a six-day visit to London flying his flag in the fast minelayer Apollo.

The Apollo (Capt. F. B. P. Brayne-Nicholls, D.S.C., R.N.) berthed at Battle Bridge Pier at 4 p.m. on Tuesday, December 4.

A busy programme has been arranged for the visit which commenced with official calls on the morning of Wednesday, December 5, 1956. At 6.30 p.m. on that day the Commander-in-Chief held a reception on board for the Lord Mayor, with other civic dignitaries of London, and the Mayors of Bermondsey, Stepney and Southwark.

A general and cordial invitation is extended to the public to visit the Apollo on Saturday and Sunday, December 8 and 9. A continuous service of boats from Tower Bridge Pier will convey visitors to and from the ship between 2 p.m. and 5.30 p.m.

H.M.S. Apollo will leave at 2.30 p.m. on Monday, December 10, for Plymouth.

ROYAL NAVAL WRITERS' BENEVOLENT ASSOCIATION

Annual Reunion Dinner

ONE OF the oldest, if not the oldest, of the Lower-Deck Benevolent Associations held its annual reunion dinner on Friday, November 23.

The Association referred to is the R.N. Writers' Benevolent Association, which was founded 69 years ago.

Over 140 members of the Association and their guests attended the most excellent dinner and afterwards found time to go all too quickly whilst talking with old shipmates and friends.

This year's President of the R.N. Writers' Association is Mr. A. Sanson and his toast was admirably proposed by Mr. H. D. Wedge. In a very amusing speech Alderman P. D. Blanch took the assembled company back through 50 years. The principle guest of the evening was Rear Admiral R. A. Braine, C.B., the Command Supply Officer. Considerable credit is due to Mr. A. Stuart and Mr. A. C. Coates and their Dinner Committee for the very fine evening.

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NAVAL ALLOTMENTS WELCOMED

TRAMPS ABROAD

George R. Deakins



BAHREIN

THIS MONTH'S article was to have been on Tobago, Robinson Crusoe's Island, but the following small paragraph in the "Daily Telegraph" prompts me to write of Bahrain in the Persian Gulf. Quote . . . The Saudi Arabian Government has stopped piping oil from Saudi Arabia to Bahrain for refining. It accounts for six sevenths of the oil refined at Bahrain . . . Unquote.

Bahrain is the principal island, 30 miles long and 10 miles broad, in the archipelago 20 miles off the Hasa coast of Arabia.

The low coast is fringed with coral reefs and the island rises to a height of 445 feet in Jebel Dukhan.

Oil is the most important commodity exported and reaches an annual tonnage of one million, the huge modern refinery, however, also treats the crude oil from the Hasa oilfields.

Hospitality

American companies began drilling in 1932, and those of us who have served in the Persian Gulf can never forget the hospitality showered on us by the Oil Company's American and British employees in their palatial club surrounded by sand and pipes. A club with air conditioned bar and rooms, marble swimming baths, tennis courts, squash and badminton, and the beer! Never has beer tasted so refreshing after the close suffocating confines of the ship, the trip in a crowded pinnace followed by the dusty shake up on the company's bus.

But work in the oilfields is not all beer and skittles; the fellows work

hard neath an ever blazing sun; the pay is good; the leave is good, and they look forward to an early retirement in cooler climes. A gentleman who should have worn a long white beard told me how difficult it was to retire, for the company, unwilling to lose their employees, would dangle a carrot in the form of a few hundred pounds a year increase in salary with the result that they just "soldier" on, tasting every three years the glories of our rain and cold and then returning to the desert oven of oil and sand which chain them with its riches.

Island Produce

The island produces dates, citrus fruits and lucerna, cultivated by irrigations of numerous fresh water springs.

Bahrein is the marketing centre of the famous but declining pearl fisheries of the Persian Gulf, which produce exclusively the so-called "Oriental" pearls. Fishing is carried out between May and September by a fleet of several hundred sailing dhows by methods which have varied hardly at all through the centuries.

The Arab diver is equipped with nothing more than a loin cloth, leather sheaths to protect big toes and fingers, and a string bag round the neck to contain the oysters wrenched from the sea bed.

Each diver has two ropes. To one of these a heavy stone is attached above which is a loop for the diver's foot, and this descends to the ocean floor, a depth of from 10 to 15 fathoms.

(Continued bottom Column 3)

THE ROYAL NAVY IN MALAYA



Aborigines in front of one of 848 R.N. Air Squadron's helicopters in a Malayan jungle

Royal Sailors' Home Club

ADMIRAL of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., will open the new extension at 1730 on Monday, December 17, 1956.

The additional amenities will include 108 single cabins, 13 bed sitting rooms and 10 single cabins for W.R.N.S. ratings. In addition, accommodation for married couples consisting of 16 double bedrooms, bathroom facilities, etc., and separate lounge will become available.

The charges for accommodation will be as follows:—

Double Cabins (H. & C.): 10s. per night or £3 per week.

Single Cabins (H. & C.): 3s. per night.

Single Cabins (Not H. & C.): 2s. 6d. per night.

Bed Sitting Rooms: 4s. per night or £1 5s. per week.

Single Cabins (W.R.N.S., H. & C.): 2s. 9d. per night.

All members will be very welcome and it is hoped that you will support your club and show your Commander-in-Chief your appreciation of it.

848 ROYAL Naval Air Squadron went to Malaya in January, 1953, when it was the only squadron equipped with helicopters large enough to do the troop lifting which it was required to do. Since then it has carried troops to all parts of Malaya, and has completed 10,832 hours in 19,669 sorties, and carried 36,530 troops, 2,705 passengers, 740 cases, 786,352 lb. freight, and dropped 622 paratroopers. The Squadron has made several complete changes in personnel since operations first started, and the present Commanding Officer is Lieut.-Cdr. D. T. J. Stanley, M.B.E., D.F.C., R.N., who has eight pilots and three observers as aircrew. Lieut. J. Goodchild is in charge of maintaining the helicopters, and is assisted by Chief Aircraft Artificer N. Willis.

The Squadron's main work is troop carrying. Sometimes the soldiers parachute into the jungle when a landing cannot be effected. It also makes communications flights for all services, and evacuates casualties from the jungle and other inaccessible parts of the country. For the latter operations a duty pilot and machine is kept available to meet emergencies.

W.R.N.S.

Lowering of Age Limit for Entry

The lower age limit for entry into the Women's Royal Naval Service has been reduced from 18 to 17½ years. The consent of parents or guardians will, however, be required by all recruits wishing to enter the Service under the age of 18.



Troops disembarking from one of 848 R.N. Air Squadron's helicopters in a Malayan jungle clearing



Helicopters of 848 R.N. Air Squadron over dense Malayan jungle

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The town can compete with Aden for shopping "runs." Cameras, watches, silks and satins; toys and jewelry; commodities which bring the whole British Customs personnel to the home ports on our return (leaving Southampton clear for our rich American cousins!) (I hope that the Editor will not censor the last sentence for I distastefully remember, after I had been searched from head to toe, my wife being asked where she had obtained her engagement ring, "Bravington's, twenty years ago" I snapped, and I was ready, after two and a half years away, to tear up each one of Her Majesty's Customs officials, bit by bit.) We all have our job to do I suppose.

To our readers in the Persian Gulf who will be gargling the sand from their throats in the Juffair canteen on Christmas Day I should like to say that at least one Naval colleague will be thinkin' of 'ee all and wishing you all the compliments of the season and a speedy return to what we hope will be a sunny and prosperous 1957 for this England of ours.

Have YOU a personal problem . . . ? ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

R.F.R. Bounty

COULD YOU please enlighten me, through John English column of Queries, whether or not I am entitled to the £5 signing-on fee in the R.F.R.? I left the Service, by purchase, on June 6, 1956, and part of the agreement of my discharge being approved was that I volunteered for the R.F.R.

Answer: In reply to your letter about entitlement to a grant of £5 on joining the R.F.R. I think you have misread the Form B.112 sent you on enrolment. Reservists recalled on a general mobilisation who report for duty within 28 days are paid a £5 bounty; there is no grant payable on signing on.

R.F.R. Allowances

I FINISHED my service with the R.F.R. in September, 1951, and after a break of three years I signed for a further period until 1959. My rating is Stores Petty Officer(V), two badges.

Having been selected for a week's training, I would be glad of answers to the following questions:

(1) As I now have no uniform, do I receive an issue of essential items free of charge or do I have to buy them?

(2) What will be my rate of pay and marriage allowance for the training period?

(3) Will I receive any payment in respect of a court order against me for the support of two children of my former marriage? (This was done during my last training period in February, 1951.)

(4) What is the normal training procedure for my rating, disciplinary (e.g., rifle drill, etc.) or departmental (e.g., stores procedure and accounts)?

Answer: In reply to your letter of November 13, you are now required to provide your own R.F.R. kit. To assist you in this you will be entitled to a Clothing Allowance of £1 4s. 0d. for each year in which you have not carried out training, and £2 8s. 0d. for

the year in which you carry out training.

1. You should therefore receive £6 on reporting for training.

2. Pay and Marriage Allowance for the 7 days training will be 49/-.

3. Claims for allowances as appropriate will be completed on S.1032 (copy attached) by the ship's office at your training ship or establishment.

4. Training will be in departmental subjects.

Special Service Engagement

COULD YOU possibly tell me if there was a Royal Proclamation issued in 1949/50 or 1951, thereby rectifying a legal error in signing-on papers?

This was that you signed to do seven years with the Fleet and promised to serve five years on reserve.

Knowing a signed promise is only valid for three years.

If there was such a proclamation could you tell me, and also, if so, from what date it took effect?

Answer: In reply to your letter of October 4, there has been no Proclamation regarding naval engagement forms. On your Special Service engagement form you agreed to serve for a period of twelve years, of which seven years will be in the Royal Navy and the residue in the Royal Fleet Reserve. This is a perfectly legal and valid form of contract.

Your statement about a signed promise only being valid for three years is totally incorrect—as you would find to your cost if you signed a "promise to pay" form for a money-lender! You are possibly getting confused with the statute of limitations whereby, for example, simple contract debts if unclaimed for over six years become unenforceable.

House Purchase

I AM in a position whereby I would like to buy a house almost imme-

DESTROYER HELPS GROUNDED SHIP

Maldivian Prime Minister among Shipwrecked Passengers

News was received on December 1 that H.M. destroyer Cheviot (Capt. E. T. Larken, O.B.E., R.N.), while on passage from Trincomalee to Mombasa, was ordered at the request of the Government of the Maldivian Islands to proceed to the vicinity of Difuri, where a 690-ton steamship, Max Arlt, had grounded. Difuri is one of the islands of the Maldivian group.

When H.M.S. Cheviot arrived she found the Max Arlt fast on a reef but upright and with little visible damage. A tug was reported to be coming to her assistance and, as the ship appeared to be in no immediate danger, salvage was not attempted by the Cheviot.

Numbered among the 23 passengers of the Max Arlt were the Hon. Ibrahim Ali Didi, Prime Minister of the Maldivian Islands; other Ministers and members of his family (including an infant of a few months old); a Mr. and Mrs. Phillips, on holiday from their tea plantation in Ceylon; and Miss Helena Rantaunara, a journalist, who had "hitch-hiked" from Finland.

The Prime Minister, his party and the other passengers were embarked in the Cheviot and given passage to Male, the seat of Government of the Maldivian Islands. The Prime Minister landed in his 16-oared ceremonial barge, and other passengers followed in the ship's boat shortly afterwards.

Lighters are now being sent to take off the cargo of the Max Arlt in preparation for an attempt to refloat her.

immediately but lack the necessary capital for deposit. Can you tell me if there is any Admiralty scheme to assist ratings in this by a loan, or any other suggestion that you can make other than applying for furnished hirings or quarters?

Answer: In reply to your letter, I am sorry that there is no Admiralty scheme for loans for house purchase. Your only way at present is probably to apply to the local council for a loan, but not all councils are now able to run these schemes.

If you have not put your name down for a house on the Victory Housing estate you might try this. You should apply to the Manager, Victory Housing Society Ltd., R.N. Barracks, Portsmouth. This, incidentally, is not a service undertaking.

WHEN VISITING A CLUB

ONE OFTEN hears reference in conversation to "licensed" clubs, but the number of clubs in respect of which an excise licence is required to sell intoxicating liquor is very small. The trade unions clubs, the working men's clubs and political clubs are not licensed. You may well ask, "How is it then that beer and other intoxicating liquor can be obtained in these places?" In a club of the type mentioned—a registered or members' club—liquor is held to be merely distributed and not sold to members. In a registered club the members purchase through their wine committee their liquor in bulk and employ a steward to dispense it only to members. It follows, therefore, that no excise licence is needed for this, as no actual sale takes place, merely a distribution. This applies only so long as liquor is distributed to members, and the very moment that one drop of liquor is sold to a "non-member" an excise licence is needed.

Permitted Hours

To become a member of a club it is necessary to be proposed by an existing member and seconded by another, and forty-eight hours must elapse before you can become a member. Remember also that although clubs are not licensed premises, hours during which intoxicating liquor can be supplied in a club are still governed by law. "Permitted hours" as they are called, can be only eight in number in a week-day, though the custom adopted in some places is to extend this by half an hour sometimes, only during summer months. Permitted hours on a Sunday, Good Friday, or Christmas Day are only five. The permitted hours of a club do not necessarily coincide with those of the licensed premises in the same district. We may therefore leave a public house at 2.30 p.m.—"closing time"—and quite lawfully be served in our own club at 2.45 p.m. Clubs can also obtain "extensions" for special occasions, which means that liquor can lawfully be dispensed after the normal closing time.

It cannot be concealed that some clubs are run in a slipshod fashion, and if you find yourself in one where drinks can be bought by all and sundry, or where drinks are served after time, my advice to you is to leave the premises. Sooner or later the law catches up with these places and it may be your misfortune to be prosecuted if you happen to be there at the vital moment.

Special Rooms

We can see, therefore, that clubs are not licensed premises and many of the conditions which apply to a public house do not apply to a club. On the other hand the licensee enjoys an important privilege which is not extended to the club steward, namely that he can serve all comers, provided they are not drunk and that they are of the required age. Though we may think it undesirable, children of any age can be taken to club premises, but as we all know, special rooms must be set aside in public houses to accommodate persons under the age of 14 years. It is unlawful for a licensee to get a helping hand from his son if he happens to be less than 18 years of age, but not so a bar steward of a club.

How do you and I stand when it comes to clubs? If a friend who is a member of a club invites us to the premises for a drink, are we at liberty to join him? Of course we are, but we must observe certain rules. Upon entering the club we should sign the visitors' book. This is bound to be one of the rules of the club and I am afraid it is often broken. As you approach the bar of your friend's

Call for the Captain!



When you've scored the goals, shot the ref.

and won the cup . . . what more has life to offer?

Times like these call for a good noggin of rum.

For there's no more warm-hearted drink than

rum—and no more clean-blended rum than

CAPTAIN MORGAN

*Call for the Captain! and stay on rum
if you don't want to wake up with
a tongue like a football boot!*

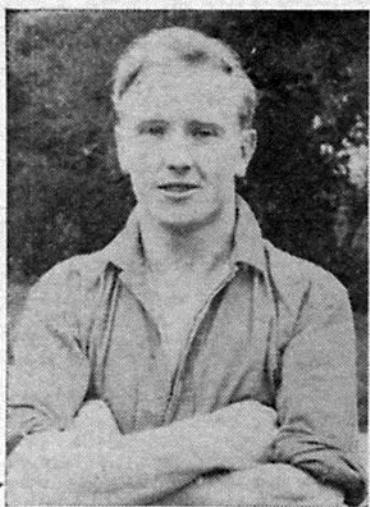
**Captain Morgan
Rum**

Just the best rum there is

NOW AVAILABLE IN HALF FLASKS 19/-



Sportsman of the Month



PATRICK (PADDY) HASTY was born in Belfast but left at an early age when his family left the Emerald Isle to settle in Aldershot. Coming of a footballing family (his father played for Ireland), it was natural he should be encouraged in the game, and although he didn't set the town alight, he was selected for the representative boys' side, and showed promise of the things to come.

First appearing in a naval side at Bramcote in 1952 he has gone from strength to strength with a record anyone could be proud of. His first selection to representative football in the Home Air Command and Navy teams dates from 1953, and on merit he has been a consistent member of both teams ever since.

Playing also for Tooting and Mitcham, the well-known London side, it was not long before his country's amateur selectors took notice, and he received a very worthy honour in obtaining two "Caps" in the 1955/6 season against England and Scotland.

and this season another against England.

Whenever you see his fair touselled hair on a soccer field you know he will give a full ninety minutes of honest endeavour, never letting up until the final whistle, as any opponent, especially the centre halves and goalkeepers who have sampled his tireless harassing, will readily agree.

Some critics have been known to say that he is not really a footballer, but a very ready answer to that is that last season alone he scored over one hundred goals in senior-class matches, which seems to add up to quite a lot of football. Naturally in all games of this type there are the goal-makers and the goal-getters, and Hasty is a goal-getter of the best grade. Very quick to accelerate and take advantage of the slightest slip, he has a lethal shot in either foot and, despite his lack of inches, is also good in the air. All in all, the powerhouse type of forward who is very seldom out of the score sheet.

An unfortunate accident to his ankle in the H.A.C. v. Hampshire fixture has recurred and caused a lot of anxiety in recent weeks, especially as he lives for football and never knows when to stop, and I am sure all friends will wish him a very quick recovery to full fitness.

In conclusion, let us hope he can grace the number nine shirt for his establishment, the Navy and his country, for many seasons to come. Best of luck, Paddy!

RETURN OF H.M.S. OCEAN WITH 429 COMMANDO ON BOARD

H.M.S. Ocean (Capt. I. W. T. Beloe, D.S.C., R.N.), with No. 42 Royal Marine Commando (Lieut.-Colonel P. L. Norcock, O.B.E., R.M.) on board, has sailed from Malta for the United Kingdom on completion of duties in the Mediterranean area.

Unless circumstances change, it is expected that the ship will arrive at Plymouth about December 7.

Good jobs for TALL MEN

Tall, active men of exemplary character and good education, who are between 19 and 30, can now start a career of great interest and prestige. But they must be British born and at least 5 ft. 11 in., for the men required must be *big* men in physique as well as character.

MANY BRANCHES

The jobs are with the world's most famous police force—the City of London Police. Work is interesting: branches include C.I.D., Mounted, Crime Prevention, Photographic, Mobile, Communications—all these are open to experienced members of the Force. And pay is good. Constables start at £475 a year, rising to £640 with excellent chances of promotion. There is a rent allowance of up to 35/- a week and a London allowance of £20 a year. Uniform is free.

GOOD COMPANY

Here is a fine opportunity of working well with good men. Write today for full particulars to

DIV 16 THE COMMISSIONER OF POLICE FOR THE CITY OF LONDON

Candidates Office,
26 Old Jewry, London, E.C.2.

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TRIUMPH COACHES

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Operate the following Official Express Services or Service Personnel **EVERY WEEKEND**

NORTHAMPTON	21/-
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PORTLAND	15/-
SALISBURY	8/3
MARLBOROUGH	15/-
SWINDON	18/-
CIRENCESTER	21/-
GLOUCESTER	25/-
READING (Basingstoke) (not Friday)	11/-

All these services will take the following route for convenience of Service Personnel: R.M. Barracks, Eastney; H.M.S. Vernon: Royal Sailors' Home Club, Queen Street; R.N. Barracks, Unicorn Gate; Stanley Rd. for H.M.S. Excellent: H.M.S. Phoenix: R.A.O.C., Hilsdon Barracks; Cosham Horns: Town Quay, Fareham. For further information write, phone or call: Triumph Coaches Ltd., 3 Edinburgh Rd. Phone 70863.

Coaches depart from the R.S.H. Club every Friday at 4.30 p.m., and Saturday at 12.30. Seats may be booked at the bookstall of the club or with the hall porter at the Royal Sailors' Home Club, Queen Street, Portsmouth. Telephone No. 70281/2.

The Trafalgar Services Club



A corner of the lounge

Photo: Russell, Portsmouth

ALTHOUGH THE Trafalgar celebrates its fiftieth anniversary this year its story begins fifty-one years ago.

At that time there were more than 20,000 sailors and soldiers in Portsmouth who had declared themselves members of the Church of England and the Lord Bishop of Winchester, with the Navy and Army Board whose function was to advise him, decided to found an Institute to provide for the serviceman's "recreation and comfort in surroundings where the influence which springs from religion, is the natural atmosphere."

In due course the Committee appointed by the Bishop found a building in Edinburgh Road. Originally destined to house the local branch of the Y.M.C.A. this gothic fronted structure had ended up as the offices of the "Southern Daily Mail" (a paper which for many years has been amalgamated with the "Portsmouth Evening News").

Only Proviso

For this central and spacious building, with room for extension, the sum of £4,100 was needed for the freehold alone. This was a great deal of money 50 years ago. Appeals for money were made and the Church of England Soldiers' Sailors' and Airmen's Institutes made a grant of £2,000 to the new venture and paid the heavy legal expenses. In return the Trafalgar joined the Association and has been a member ever since receiving many grants and valuable assistance as a result. The membership has never involved any limitation on self-government. The only proviso is that all who serve in the Royal Navy, Army or Royal Air Force are welcome, no matter what their religious convictions may be; that whilst the work is chiefly social its mainspring is religious and lastly that no intoxicants are sold.

On December 14, 1906, the building was opened as the home of The Trafalgar Church of England Soldiers' and Sailors' Institute, Portsmouth.

It was obvious from the first that the Trafalgar was appreciated. As early as March, 1907, the accommodation of 20 sleeping cabins, a locker room, reading room, billiards room and restaurant etc. had proved too small and large numbers of men had to be turned away for want of sleeping room. By building a new wing and converting four cottages adjoining the site into cabins the sleeping room could accommodate 107 beds. By 1912, however, a second extension was necessary.

The four cottages, now past repair, were pulled down and a new wing was built bringing the sleeping cabins up to 227. A new dining hall and kitchen was provided and the number of lockers doubled.

Shortage of Funds

The shortage of funds never ceased to be pressing. As early as 1908 Lady Fanshawe, a keen supporter whose name was in due course given to the

DESTROYER AND FRIGATE SQUADRONS RETURN TO UNITED KINGDOM

On completion of their duties in the Mediterranean, ships of the First Destroyer Squadron and the Sixth Frigate Squadron have arrived home.

After completing the remaining period of their general service commission with the Home Fleet it is anticipated that the Squadrons will return for duty in the Mediterranean in the early summer of 1957.

new dining hall proposed a £1,000 Women's Fund which in two years exceeded its target by a pound. In August, 1914, the sum owed by Trafalgar was over £6,000.

Thanks to the enterprise of the successive committees and the loyalty of the staff the difficulties experienced during the First World War were overcome. Although food was short, prices terribly high, labour situation acute, rush of customers so great that the resources of the Institute were often strained to the utmost, yet men of the Expeditionary Force were welcomed and hosts of men on leave from the Front, were looked after and last, but not least, convalescents from hospital were cared for.

The Trafalgar entered the peace with an established reputation among servicemen and a debt that had been reduced to £3,289. This debt was finally cleared off in 1922.

- In 1925 the third big extension was begun.

Coming of Age

The Trafalgar celebrated its coming of age in 1927. During its 21 years over one and a quarter million men had slept under its roof, its trading receipts totalled £125,000 and, from profits during this period, £7,000 had been handed over to the building fund.

From its opening the Trafalgar had included a devotional room which played an important part in the life of the Institute. Today the devotional room has become the Chapel of St. Nicholas where the Trafalgar Christian Fellowship meets every Wednesday for praise, prayer and worship and on Mondays for Bible Study. In this way the spirit of service has been preserved intact. Religion has never been forced on those who use the Trafalgar.

The early 'thirties were difficult years for the Trafalgar and in 1934 the committee had to report that for the first time in its existence the Institute had made a loss. Disarmament and the trade depression were the main causes, but a third factor was at work too—the improved conditions and increased comforts in ships and establishments.

Institute's Record

In 1935 however the corner had been turned. The country was beginning to recover from the slump and in 1938 the climax of the recovery period was reached. In that year 240,000 men were provided with meals and 67,000 with beds.

Although these figures were records, they were records which were soon broken. Each successive year saw more and more men taking advantage of the Institute's facilities—the restaurant, the cabins, the chapel, the lockers, the baths, the barber's shop etc. In 1939 277,000 meals were served but by 1944 that number had risen to over 300,000, while just before D-day over 30,000 meals were served in four weeks. 69,654 men had slept at the Trafalgar during 1939.

Apart from the basic needs of its guests, the Trafalgar managed to find time for entertaining them with concert parties and so on and, when the blitzes started, for defending its own existence. The prompt action of the Manager, the chef and "half a dozen unknown Naval ratings" saved the building from being razed to the ground by incendiaries in January 1941.

During the war years and those

immediately following them over half a million men used the Trafalgar, yet only first aid repairs had been possible. Reconstruction became a necessity and to do so a sum of £38,000 was needed. Of this sum the Trafalgar possessed £22,300. The need was too urgent for delay and the committee of 1947 "infused by a faith almost equal to that which moves mountains" gave the order for work to be started.

Name Changed

By 1949, the year the Trafalgar changed its name to The Trafalgar Services Club, the main reconstruction work had been completed. The cost, however, was more than £50,000. It was necessary to borrow £18,100 of which, to date, £10,400 has been repaid.

Although the actual anniversary date is December 14, the committee of the Club considered that the month of October, in which the anniversary of the Battle of Trafalgar is observed, would be more appropriate to celebrate its Golden Jubilee.

Anniversary Celebrations

As part of the anniversary celebrations Wilfred Pickles visited the Club with the popular B.B.C. programme "Have a go" and this was a great success. The next day a Service of Thanksgiving and re-dedication was held in St. Anne's Church, H.M. Dockyard, Portsmouth, at which the address was given by the Very Reverend Thomas Crick, Dean of Rochester who, when Chaplain of the dockyard some years ago, served on the committee of the Club. On Sunday evening, October 21, the B.B.C. Community Hymn Singing was broadcast from the dockyard church, the hymns being introduced by the Reverend W. H. S. Chapman, B.A., who is the Chairman of the House Committee of the Club. In introducing one of the hymns he said that "for 50 years the Trafalgar has provided recreation and comfort in surroundings where the influence which springs from religion is the natural atmosphere. Many millions of men and women must have found a home from home in the Trafalgar."

It may be said that all that remains unaltered of the Club which first opened its doors 50 years ago is the gothic facade. Everything else has been changed beyond recognition in an endeavour to make the Trafalgar a club with all the modern amenities and comforts.

Jubilee Fund

This article shows, however, that there is a continuity of purpose in the story of the Trafalgar which has remained unbroken through all the years of development and change and that this purpose will remain unaltered is the earnest wish of everyone associated with the work of the Club today. The continued support of those friends who have contributed so generously to the proud achievements of the past is asked for.

A special "Jubilee Fund" has been started and all donations should be sent to the Club's Comptroller, by whom they will be gratefully acknowledged. Moneys so received will be used for capital improvement and in no way on day-to-day running costs.

There is no doubt that the Trafalgar still fulfils a great need in the lives of the Service man and woman and is worthy of our prayers and material support.

COMMAND NEWS

H.M.S. DOLPHIN

CHRISTMAS MESSAGE FROM THE FLAG OFFICER, SUBMARINES

I SHOULD like to take this, my first opportunity through the columns of NAVY NEWS of wishing all Submariners and ex-Submariners a very happy Christmas, and a peaceful and prosperous New Year. I expect this is also the last time I shall have the chance to do so, since the normal term of my appointment as Flag Officer Submarines will be over before Christmas next year. But I hope by then to have visited all the theatres at home and abroad in which submarines normally operate, and to have seen most of you personally. Good luck in 1957.

W. J. W. WOODS,
Rear-Admiral.

Submarine Day

ONE OF the last acts of the Submarine NAVY NEWS correspondent (Old Style) was to represent to Captain (S/M), Fifth Submarine Squadron that 55 years ago on November 2, 1901, the first British-built submarine was launched at the Barrow Yard of Vickers, Son & Maxim. This submarine was to the design of an Irish-American, John P. Holland. Some of these submarines had already been built in the U.S.A. for the U.S. Navy, so the building and trials of the first British-built submarine for the R.N. were attended by Captain Cable, U.S.N.

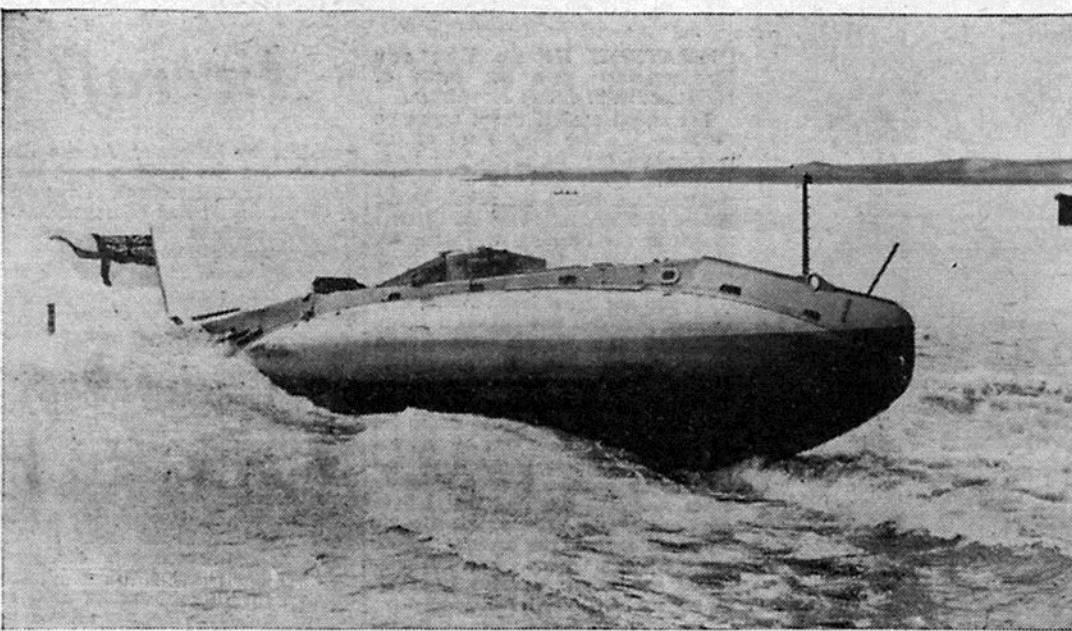
The fact was represented to Flag Officer Submarines who agreed that this occasion should be celebrated. Consequently "Submarine Day" was inaugurated, albeit unofficially this year, but with the earnest hope that in future years it will be officially recognised throughout the Submarine Service, the Submarine Old Comrades' Associations, and in fact the Navy as a whole.

To mark this occasion at Fort Blockhouse, Divisions were held in the forenoon, and were attended by Rear-Admiral Woods, Flag Officer, Submarines, and Captain J. E. Enright, U.S.N., Deputy Chief Staff Officer (Planning) to Comsubeastlant (Rear-Admiral Woods). Captain Enright inspected the guard and addressed the parade. He remarked that his presence at this parade proved the close co-operation that existed between the submarine services of the R.N. and the U.S.N., and he brought greetings from U.S. submarine personnel. He concluded his address by stating that with the advent of the modern nuclear submarine, it is more important now than ever before that this co-operation should continue. Captain Enright then took the salute at the March Past. This was followed by a general make and mend.

Captain J. E. Enright is a distinguished submarine officer, whose greatest single feat was to sink the largest ship sunk by any submarine in World War II. After a particularly long and determined chase, U.S.S. Archerfish was duly rewarded and she sent to the bottom the Japanese aircraft carrier Shinano, 59,000 tons.

Visit of U.S. Submarines to H.M.S. Dolphin

WE WERE once again pleased to be hosts to our visitors from New London. The United States submarines Cavalla, Quillback and Angler arrived at Fort Blockhouse on November 7 and stayed for three days.



Launch of the first British-built submarine—1901

These submarines, forming the Second Development Group, had visited the Third Submarine Squadron in Rothesay in October. It is an interesting coincidence that the principal shore-base for submarines on either side of the Atlantic, Fort Blockhouse and submarine base New London, both present difficult berthing problems due to fast flowing tides.

Submarine Old Comrades' Association (Portsmouth)

THE SUBMARINE Old Comrades' Association (Portsmouth) held their 26th annual dinner on Saturday, November 2. Rear-Admiral Woods (Flag Officer Submarines) was the principal guest. In his speech, Admiral Woods stated that both he and Capt. Gregory were very keen on bringing to light the wealth of interesting material concerning the Submarine Story for the inspiration of the young rating. Other guests included Rear-Admiral B. Bryant, Capt. G. D. A. Gregory, Capt. D. A. Cotman, Cdr. F. Challis and Lieut. A. Whetstone. Representatives from other branches of the Submarine Old Comrades' Association were also guests. The air of informality and mutual respect made this occasion a very happy one.

On Sunday, November 11, the Remembrance Day Service was held on Fort Blockhouse Parade Ground. For once the weather was kind and this impressive and moving ceremony was attended by S.O.C.A. representatives.

Submarine Old Comrades' Association (London)

Annual Dinner

THE 24th Year London Annual Dinner held at the "Surrey Tavern," Kennington Oval on Saturday, November 10, 1956, was a robust and invigorating spectacle. Among the many guests were Rear-Admiral W. J. W. Woods, D.S.O. (Flag Officer Submarines) and Sir John G. Lang, G.C.B., K.B.E., C.B. (Secretary to the Admiralty). All branches were represented. The 150 who were present had a most enjoyable evening in an atmosphere of friendliness and gaiety. After the Loyal Toast given by the Chairman Mr. H. H. Rose, Cdr.

R. C. T. Roe proposed the President, to which Mr. G. A. A. Scott responded. The Toast to our Guests and Sister Ships was proposed by Mr. A. E. Swann. Rear-Admiral Woods, in reply, thanked the London Branch for its sentiments. Sir John Lang who followed, said that he was pleased to be amongst the submariners again. Mr. W. W. Knight (Portsmouth), Mr. A. Suttil (Plymouth), Mr. R. G. S. Reade (West Riding), Lieut.-Cdr. Wicker (Medway Towns), Mr. M. T. Fowler (South East Kent), Mr. F. J. Townsend (North Eastern), Mr. R. Harrow (East Anglia), Mr. G. Wiley (Norwich) and Mr. L. C. Roberts (Dorset) followed—they each brought the warm greetings of their Branches. To the Honorary Chaplain, the Rev. C. H. Benson fell the Toast to the Association to which Mr. H. H. Rose, the Chairman of the London Branch responded. The Toast to our Absent Comrades given by Mr. S. H. Glazebrook brought home to all the inner significance of comradeship. Before the Dinner ended, the Chairman said that it was traditional to call upon an unsuspecting guest to give a short speech—this fell to Capt. H. G. D. Stoker.

Memorial Service

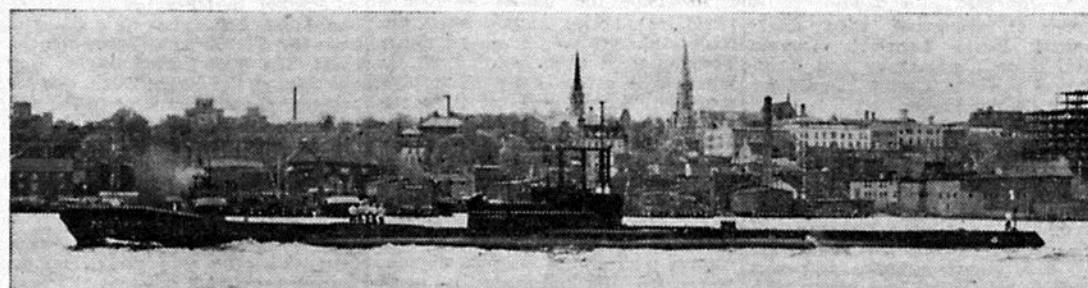
ON SUNDAY morning, November 11, the London Branch attended a Memorial Service at the Submarine Memorial on the Thames Embankment. The Service conducted by the Rev. C. H. Benson was most moving and impressive. Wreaths were laid by Flag Officer Submarines and the London Branch. The Naval Guard was provided by the Submarine Refitting Group at Chatham Dockyard.

R.N.B. PORTSMOUTH

Annual Ball

SO SUCCESSFUL was the Hallowe'en Ball of 1955 that it was decided to hold an Annual Ball each autumn. At this year's Ball, over 1,700 people danced in a drill shed and gymnasium, completely transformed by decorations based on a theme of the Gunpowder Plot. The Dance Committee must be congratulated on an evening's first-class entertainment.

H.M.S. AMBROSE



H.M.S. Astute at Halifax

(Photo: Nat. Def. Photo Canada)

DURING THE past month one change has taken place in the Sixth Submarine Squadron when H.M. Submarine Alderney was wished "Bon Voyage" and she sailed out of Halifax to return to her home base, Portsmouth, having finished her commission in the Canadian squadron.

The strength of the squadron is now once again two submarines, Astute and Alliance, and the result is plenty

of hard work and time spent at sea. Even so, there is still time for pleasant variations, and at the moment Astute is paying two visits in the U.S.A. namely New London and New York. It is then proceeding to the Bermuda area for exercises and returning to Halifax in December, where for a short time she will be preparing for her return to U.K. in time for Christmas with the folks.

Alliance was given a good welcome by the weather on her first long trip down south, where she experienced some severe storms which slightly altered her structural appearance in the fact that she lost part of her gun casing, W/T aerials and her bridge access door. After repairs in Halifax she is once again at sea keeping the quota of exercises with the R.C.N. and R.C.A.F. up to scratch.

vember 17, Portsmouth were playing on the home ground. Devonport proved to be considerably stronger than their hosts at hockey, but the football match will long be remembered as a hard fought game. So evenly matched were the teams that it required half an hour's extra time before a decision could be reached. During the last ten minutes of this extra time Devonport called upon some hidden reserve of stamina and won 5 goals to 2.

The Commodore attended the match and presented the trophies to the winners.

On the previous evening a most enjoyable dance was held at the Royal Sailors' Home Club, among the guests were Capt. L. Parrott, C.B.E., R.N. (Senior Supply Officer, R.N. Barracks) and Mrs. Parrott, and members of the visiting football and hockey teams.

Anson Division

Two Instructional Tours have been run from Anson Division during the past two months. The first run was a visit to R.M.S. Queen Elizabeth and the Ocean Terminal. The Cunard White Star Company went to considerable trouble to ensure that a good cross section of the ship was viewed, and visits to lounges, dining rooms, swimming baths, galleys, state rooms and bridge were included.

On November 15 a visit was paid to the Southern Region workshops at Eastleigh. Tours of the machine shops showed the processes involved in the production of spares for all types of engines.

More tours are being planned.

A Record?

One frequently meets officers and men who have had experience in two of Her Majesty's Armed Services, but one of the recently joined Dental Officers entered for Short Service in the Royal Navy, had previously served in a similar capacity both in the Army and the Royal Air Force.

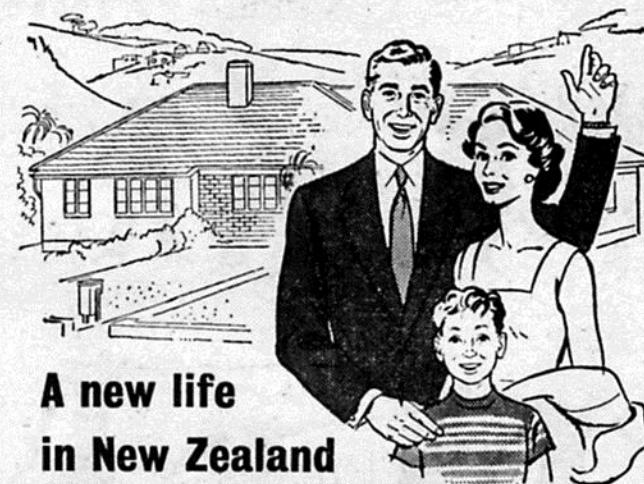
Chief E.M. Day

Chief Engineering Mechanic Sidney Ernest Day, will leave the Royal Navy after 36 years' service, on January 21, 1957.

In 1924 Stoker Day won the Welter-weight Port Open Boxing Championship, in 1925 and 1926, the Middleweight and in 1927, the Light Heavyweight Championship. He represented the Royal Navy on many occasions during the years 1922-27.

It was February 6, 1926, he first joined the Royal Yacht Squadron, the youngest rating on board. When he left he was the oldest. During his 24 years' Royal Yacht Service, he served under four monarchs and as his father-in-law also served in both Victoria and Albert's, the family can

(Continued page 12, column 4)



A new life in New Zealand for Ex-RN Ratings

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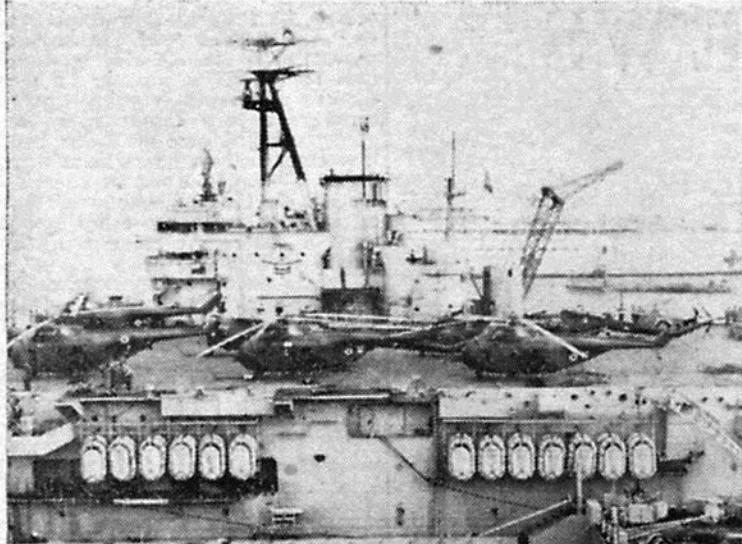
Please send full details and application form to:

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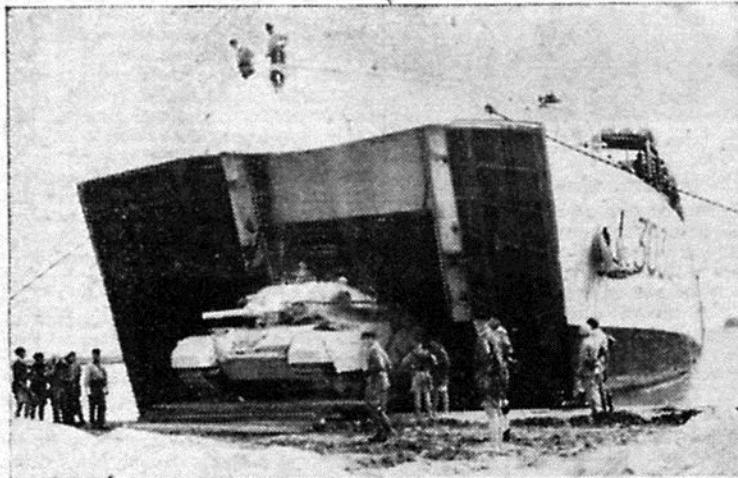
I AM UNDER 40 AND HAVE SERVED IN THE R.N. _____

R.N. RATING _____ S.Q. _____

MARRIED OR SINGLE _____ NUMBER OF CHILDREN _____



Helicopters on flight deck of H.M.S. Ocean with French hospital ship in background



Tank of 6th Tank Corps leaving R.N. Landing Craft

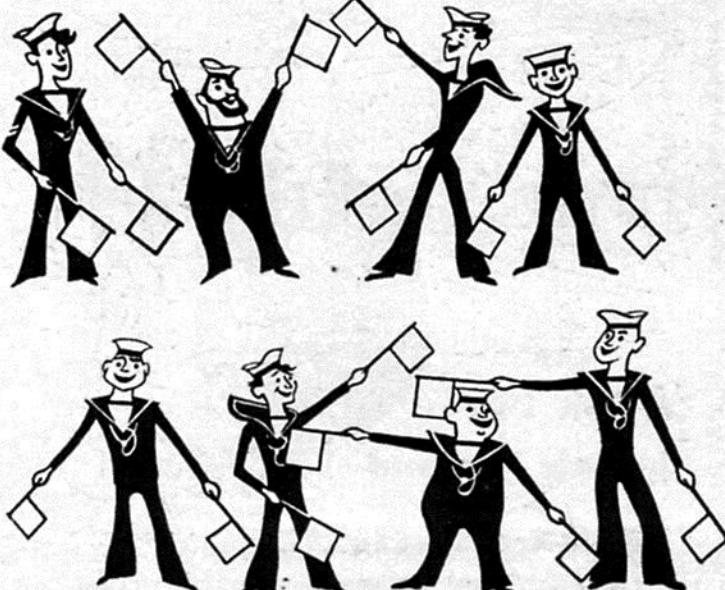
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THE ROYAL NAVY AND Aircraft Carrier Force B

OPERATIONS IN the Eastern Mediterranean were the focus of Naval activities during November.

The action against Egypt began on October 31. The First Lord of the Admiralty (the Rt. Hon. Viscount Hailsham, Q.C.) spoke of the Navy's participation during the debate in the House of Lords following the Queen's speech at the opening of Parliament on November 6 (the day the ceasefire was declared). He said:

"I am not sure how much it is realised that this was largely a Naval operation. The aircraft were largely Naval aircraft; the land forces were largely Marines, and, of course, the carriage was largely by sea. I know that Your Lordships would desire me to say that that work was carried out with faultless efficiency and absolutely unswerving devotion to duty. If for no other reason, I am glad that I have been chosen to answer this Debate today, in that it has enabled me to say that, with all my heart, not only on my own behalf but also, I believe, on behalf of a grateful nation."

The offensive opened with air operations against Egyptian Delta airfields and other military targets by land-based and Naval aircraft, but the first news associated with the Navy came from H.M.S. Newfoundland (Capt. J. G. Hamilton, R.N.), who encountered an Egyptian frigate by night while on shipping protection duties in the Gulf of Suez, and sank her when she failed to answer when challenged or to stop when called upon to do so. The Egyptian frigate was later identified as the Domiat, formerly the River class frigate Nith, and it was announced in London that she was carrying mines with the apparent intention of laying them in the area. Sixty-nine survivors were picked up by the Navy.

Another early incident involving the Navy was the shooting down of an Israeli aircraft by the frigate Crane (Capt. B. S. Pemberton, R.N.) when four aircraft made a concentrated attack on the ship. This incident was also in the Gulf of Suez.

Five Carriers in British Force

As communiques were issued with increasing frequency from Allied Headquarters, it became evident that the main Naval burden was falling on an Anglo-French aircraft carrier force. More than 100 ships of various types were operating in the Eastern Mediterranean, including five British aircraft carriers, the Eagle, Albion and Bulwark, with operational squadrons of aircraft, and the Ocean and Theseus with operational helicopters and units of a Royal Marine Commando embarked. In addition, there were French operational aircraft carriers, led by the Arromanches (formerly H.M.S. Colossus).

All these forces operated under a joint command organisation, in which the senior British officers included Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., the Commander-in-Chief, Mediterranean; Vice-Admiral L. F. Durnford-Slater, C.B., Naval Task Force Commander; Vice-Admiral M. L. Power, C.B., C.B.E., D.S.O., Flag Officer Aircraft Carriers; Rear-Admiral D. E. Holland-Martin, D.S.O., D.S.C., Flag Officer Support Forces; Rear-Admiral G. B. Saver, C.B., D.S.C., Flag Officer Helicopter Group; Commodore R. de L. Brooke, D.S.O., D.S.C., R.N.; Commodore, Assault Forces, Capt. J. S. Walwyn, O.B.E., R.N.; Captain M/S. Group; Capt. J. G. Hamilton, R.N., Senior Officer Red Sea Force. The senior French Naval officers in command were Rear-Admiral Pierre Lancelot, Deputy Naval Force Commander, and Rear-Admiral Y. G. M. Caron, Flag Officer French Carrier Force.

The measure of the Naval contribution may be judged by a report that carrier-borne aircraft made upwards of 2,000 sorties against military objectives and Naval targets by November 6. This great effort was achieved with the loss of only one British life and two Naval aircraft, and was executed by Naval air pilots with great precision to limit civilian casualties. The combined land-based and carrier-borne air effort established complete air supremacy—a prerequisite for the landing of ground forces.

Varied Air Operations

Naval air operations were very varied, ranging from routine strikes made against military land targets to attacks on bridges and blockships and the transport of fighting troops and

casualties by helicopter. At one time Wyvern and Sea Hawk aircraft dive-bombed the vital railroad bridge west of Gamil airport and destroyed it. On another occasion Naval aircraft attacked an Egyptian blockship as it was being towed to the southern end of Lake Timsah. Unfortunately, although damaged, the blockship was subsequently towed on into position and sunk.

The first Naval loss was reported on November 3, when a Wyvern aircraft of No. 830 Squadron was shot down over the sea. The pilot, Lieut. D. F. McCarthy, R.N., ejected himself and made a safe descent, but within four thousand yards of hostile shore batteries. While Naval fighter aircraft from H.M.S. Eagle and H.M.S. Bulwark kept watch over the pilot, marking his position, other aircraft engaged the shore batteries until an air-sea rescue helicopter, piloted by Lieut. Cdr. Bailey, R.N., arrived from H.M.S. Eagle eight miles away. Two hours after ditching, Lieut. McCarthy was back on board unhurt and cheerful. The following day Sub-Lieut. C. J. Hall, R.N., was killed when his aircraft crashed over the side of H.M.S. Bulwark while landing on from a strike mission.

About this time Lieut. Donald F. Mills, R.N., the pilot of a Sea Hawk aircraft, was forced to bale out about 300 miles inland and 10 miles east of the Canal. A helicopter was sent to rescue him while Naval fighters ensured that the Egyptians did not harass him from the ground. Other fighters circled overhead to guide the helicopter, which picked up Lieut. Mills and returned him to H.M.S. Eagle.

Four Egyptian E-boats midway between Alexandria and Port Said were attacked by Sea Hawk aircraft on November 4. One was blown up, two set on fire and the other damaged. The damaged vessel was allowed to pick up survivors, and made its way back to harbour. This act was recognised by the Admiralty in a signal congratulating the aircraft carrier on the success of its attack and the humanity which allowed the remaining damaged E-boat to rescue the survivors of the other three and put them ashore.

Naval Air Support for Landings

On November 5 immediate and continuous support throughout the day was given by Naval carrier-borne aircraft to the landing of allied paratroops in the Port Said area; the first occasion, as far as is known, when such forces have been sustained and covered solely by carrier-borne aircraft. The small groups of isolated British and French paratroops became the sole responsibility of Naval aircraft from the carrier force. Throughout the day the control teams who landed with the first "drop" passed on the positions of targets, which required bombing or strafing, to waiting "cab-ranks" of Naval aircraft overhead. Instructions were passed clearly and accurately and the aircraft were seldom short of targets. As the paratroops had to fight without administrative support for 24 hours, the carriers did all that was needed, and more, to supply urgent needs. On that day a total of 373 sorties were flown from the carriers, the targets engaged being tanks, self-propelled guns, anti-aircraft positions, hostile troop concentrations, motor torpedo boats, aircraft on the ground and their hangars. Three aircraft were lost but all the pilots were saved. Only 90 minutes after the "jump" a Naval helicopter was sent to land at Gamil airport in answer to an urgent request for medical supplies and to evacuate wounded. This was the beginning of a series of helicopter lifts of wounded to the carriers. Destroyers were used as plane guards and Whirlwind helicopters were turned over to casualty evacuation. The helicopters had to fly over about 100 miles of open sea each round trip.

The Flag Officer Aircraft Carriers received the following message from the Army Commander ashore at the end of the day:

"To all supporting aircraft: many thanks for your magnificent support to us this day, which thrilled all ranks. Its timely effectiveness and accuracy were beyond praise and doubtless saved many casualties. Please convey our gratitude to all concerned."

During the morning of November 6 No. 45 Royal Marine Commando, consisting of some 500 men, was put ashore by a fleet of helicopters from H.M.S. Ocean and H.M.S. Theseus. They were landed in the Port Said area as the rest of No. 3 Commando Brigade was being landed from L.S.T.s and L.C.T.s manned by Royal Marine crews. The whole operation was completed in 91 minutes—the first time this form of Naval landing has been carried out.

Many of the Commandos landed by helicopter were battle-hardened troops who formerly served in the Korean war and in jungle operations in Malaya. They were lifted from the aircraft carriers Ocean and Theseus by a fleet of Naval S.55 Whirlwind and other helicopters of the Army and R.A.F. embarked.

No. 3 Commando Brigade is commanded by Brigadier R. W. Madoc, O.B.E., who served in Crete during World War II and was there taken prisoner. The units of the Brigade are under the command of the following officers: Lieut.-Col. David G. Twee, M.B.E. (40 Commando); Lieut.-Col. Peter L. Norecock, O.B.E. (42 Commando), and Lieut.-Col. Norman H. Tailyour, D.S.O., who was wounded during the operation in Egypt (45 Commando).

Helicopters' "Wonderful Job"

Subsequently, in a letter to the Admiralty, Capt. E. F. Pizey, D.S.O., R.N., Commanding Officer of H.M.S. Theseus, described the "wonderful job" performed by the helicopters in ferrying the Commandos from ship to shore. "The two squadrons whipped the men ashore in record time," he wrote.

The helicopters, after the initial lift, returned in groups of five to reload within about a minute, and after every second flight they were refuelled in four minutes. While all this was going on the first casualties from the Parachute Regiment, which was dropped the previous day, were being received in the Theseus from H.M.S. Eagle, also brought in by helicopters.

"After our assault Commando had been landed," the letter continued, "the 'choppers' turned their attention to Commando casualties and in fact one Royal Marine Commando who landed with the first wave was back on board and in bed within 20 minutes. Very soon we had about 30 casualties on board. We were in fact acting as the forward casualty clearing station and the rear receiving station, since the 'choppers' could do the job so quickly and efficiently."

The main Army medical unit was on board the Theseus and at one time as many as 11 doctors were working on the casualties as they came in. The letter added: "The speed of helicopter casualty evacuation showed up very strongly the imperfections of boat transport. When we entered harbour and had a French hospital ship near us, it took far longer to transport Frenchmen by boat to her than it had taken the 'choppers' to bring them from shore. I am sure the helicopter assault carrier, with hospital accommodation, is here to stay."

Capt. Pizey went on to describe "a really splendid rescue." Three helicopters were returning from H.M.S. Eagle when one of them had to ditch about a mile or so from the ship because of the shortage of fuel. On board the helicopter with the pilot were two French paratrooper stretcher cases. The pilot hauled one of them out through the escape hatch, saw him swimming, and then went to the door of the cabin. He opened it as the helicopter was sinking and somehow heaved out the second man, who was floating in his stretcher. The pilot then kept both casualties afloat until they were rescued by another helicopter with winch lifting gear. Two minutes later the pilot was picked up and landed on H.M.S. Theseus.

Supplying stores, equipment and food for the Allied Forces firmly established ashore, directing the safe entry and speedy discharge of warships and loaded landing craft and supply vessels into Port Said at the time of its occupation, was the Queen's Harbour Master (Cdr. I. G. Lyne, D.S.C., R.N.) on the staff of the Naval Officer-in-Charge (Capt. E. W. Briggs, D.S.C., R.N.) who was on board H.M.S. Chevron. The first ships into Port Said were minesweepers of

ND THE SUEZ CANAL

ears Main Naval Burden

the Royal Navy and French Navy, followed closely by landing craft laden with troops and the destroyer *Chevron*.

From that ship, secured in a commanding central position in the outer harbour, Cdr. Lyne ordered the entry of the small armada waiting to land troops and vital support equipment. Normally few alongside berths exist in Port Said, but while fighting was still in progress and columns of smoke rose from the town, the initial problem of ascertaining those suitable and free from mines for landing craft to drop their ramps was tackled.

For major ships with deeper draughts and demanding deep-water berths, there was the same problem. Without mishap, however, ships and smaller craft were marshalled to off-load their cargoes, men and material in the right order and in the correct place, and then make room for others still waiting.

Ironically, the recently finished fishing harbour, which men of the Royal Engineers helped to build during the British occupation of the Canal Zone, proved of unexpected help during the operation.

After the cease fire the efficiency of Naval radar was demonstrated on November 8 when an unidentified aircraft was picked up on H.M.S. *Bulwark*'s radar screen. The aircraft was located and identified by Naval fighter aircraft as a United Nations plane No. DC. 9079.

When the pilot of this aircraft later sent a distress call asking for his position to be verified and a course given him to follow, he was amazed to learn that he had been tracked and identified.

He was assisted by Naval aircraft who directed him to the coast, from which he was able to steer a course for Cairo, which was his destination.

Later, Naval fighters escorted through the assault area an aircraft carrying General Burns after he had been to Cairo for talks with the Egyptians. Good wishes for a successful mission were passed to the General.

Alexandria Believed to be Mined

Advice concerning areas declared dangerous to shipping in the Eastern Mediterranean and Red Sea while operations were in progress was cancelled by the Admiralty on November 16, but in doing so the Admiralty drew attention to the fact the Egyptian authorities had broadcast the following warning on November 14:

"To all ships. Until further notice the area of latitude 29 degrees north of the Gulf of Suez is hereby declared dangerous to navigation. Ships navigating in this area will do so at their own peril."

The Admiralty also stated that information had been received that the Egyptian authorities had laid mines in the approaches to Alexandria.

From the Naval point of view one of the achievements of the operations was that they were carried out without recalling reservists. It was only necessary to retain certain categories of men beyond their normal time for discharge. This affects some Special Service ratings and Royal Marine other ranks, but it is the intention that the retention period will not be more than four months and, as Mr. Butler, the Lord Privy Seal, informed the House of Commons on November 13, "it is the aim to reduce this period of extension gradually."

In informing the Fleet of their intention to put Mr. Butler's promise into effect, the Admiralty explained that men must expect for the present to serve about seven years and four months on Active Service and four years eight months in the Reserve, but earlier release will be given where an overall surplus exists in a particular branch.

The principle of "first retained/first out" will be followed, but no one will be held simply because others are still serving, who on this basis should be out first. Transport or operational reasons may prevent a man being brought home first.

Additional terminal leave for retained men was under consideration, the Admiralty added.

The Nation's Gratitude

Gratitude to all those who took part in the operations was also expressed

by the Lord Privy Seal. On November 14 he told the House: "I am sure that I am expressing the feeling of the whole House in thanking not only the Forces—in particular the Navy—for the actions they have undertaken, but also the reservists for the part which they have performed."

The term "reservists" clearly embraced retained men, said the Admiralty, when subsequently the Board endorsed this statement and paid tribute to officers and men of the Royal Navy and Royal Marines who took part in the operations in the following statement:

"These operations represent a new development in warfare. In order to reduce civilian casualties and damage to the absolute minimum, severe restrictions were imposed on our bombing and support bombardment. Despite this the assault was carried out with such skill and was so well supported by the Fleet that our casualties, and those of the Egyptians, were kept to an absolute minimum."

"A striking new development was the use of helicopters, operating from carriers to land Royal Marine Commandos. The Fleet Air Arm provided half the initial striking force against the Egyptian Air Force and practically the entire close air support for the vital assault and consolidation by paratroopers and Royal Marine Commandos.

"Their Lordships fully appreciate that the great part played by the Navy in this operation was not achieved without much hard work and considerable disturbance to many officers and men. All concerned may be justly proud of the part they have played in the success of the operation. Well done!"

Naval Casualties

Two Royal Marine officers and eight Royal Marine other ranks were killed during the operations in Egypt.

Four Royal Marine officers and 48 Royal Marine other ranks were wounded. In addition one R.N. officer (Sub-Lieut. J. C. Hall, R.N.) was reported missing, presumed killed, as a result of an accident when his aircraft crashed over the side while landing on H.M.S. *Bulwark*. He was returning from a strike mission.

All the Royal Marine casualties were members of No. 3 Commando Brigade.

"Enormous Salvage Operation" says First Lord

The clearance of the Suez Canal will probably prove to be the greatest task faced by marine salvage organisations in history.

After the cease-fire in Egypt it was estimated that there were 51 wrecks between Port Said and Suez, 21 in the Port Said area and 30 between El Cap (the farthest point reached during the Anglo-French advance) and Suez, the latter including the El Firdan bridge and a pontoon bridge at Ismailia which were blown up by the Egyptians. Three sketches released by the Admiralty on November 16 showed the estimated positions of the wrecks and indicated that they included floating cranes, dredgers, hoppers, tugs, a salvage vessel, a pilot boat, a motor vessel and probably a frigate.

Almost all these vessels constituted the maintenance, repair and salvage equipment used in operating the Canal. In varying degrees many of them block the free passages of ships, some almost completely, others only to a limiting extent.

In the Port Said area and that part of the Canal north of El Cap, the task of surveying and clearing obstructions began immediately after Anglo-French forces were in command of the situation. When British and French forces entered Port Said, 13 vessels were visible above the surface, and about seven were completely submerged. The main barrier consisted of eight ships ranged in a horse-shoe shape across the Canal. The largest of these was the new dredger, *Paul Solente*, sunk in the centre of the channel; and among the others were the *Pollux*, a salvage pontoon lying on its side; the *Peluse*, a bucket-dredger; and an 80-ton floating crane.

These vessels had all been sunk by high explosives and most of them were badly damaged; others sunk further up the harbour were assessed to have been scuttled by opening their sea cocks only.

The First Lord of the Admiralty referred to the problem in a public speech on November 14. He said:

"The unblocking of the Canal is an object to which we are entitled under the Canal Convention of 1888, which guarantees free passage in war and peace. It is important to stress that the blocking of it was a sheer act of sabotage by Nasser in direct breach of the Convention and of his repeated assurances that his object was to protect the Canal. It was not the result of allied military action. For months Nasser had had a blockship full of cement in Lake Timsah for the purpose if he could not get his way. He deliberately blocked one of the world's main waterways—on which not only Britain but the whole of Western Europe is largely dependent. They have scuttled many ships, destroyed two bridges, and sabotaged the Canal equipment. The unblocking of the Canal is not only one of our main interests but an urgent duty."

"This duty is at present being discussed in the United Nations. We are confronted with one of the most enormous salvage operations in history. Her Majesty's Government have offered to place the United Kingdom's salvage resources at the disposal of the United Nations. Meanwhile the Admiralty are giving the highest priority to the clearance of the Canal: we already have a salvage force working at Port Said and we are mounting the largest possible salvage fleet to deal with the clearance task. This large force will amount in all to some 34 ships as well as tugs and salvage pontoons."

"The unblocking of the Canal is a technical problem, and you cannot deal with a technical problem by importing political passion or prejudice. Britain has the largest salvage organisation in the world capable of dealing with the problem efficiently, and the problem is so large that all available national and international salvage organisations will be required to deal with it. Our organisation is at the disposal of the United Nations."

Following this statement it became known that salvage craft and equipment with expert personnel accompanied the assault convoy from Malta and began work in the harbour as soon as Port Said had been occupied.

Since then two ocean salvage vessels, one coastal salvage vessel, two boom defence vessels, one survey and wreck disposal vessel, two lifting craft and ten salvage pontoons, comprising this initial force, have been hard at work. The ships and equipment have been operated by Anglo-French working parties under an Anglo-French shore organisation and supported by Anglo-French diving teams.

By the end of November this force had been augmented by two further coastal salvage vessels, four boom defence vessels, one lifting craft and one wreck dispersal vessel, and at subsequent intervals more ships and equipment will reach the Canal area. In all, the additional reinforcements amount to 28 vessels, one of which is a French Naval vessel and eight of which are chartered from commercial firms. The British companies concerned are Risdon Beasley Ltd., Maritime Salvage Ltd., Liverpool and Glasgow Association, and Metal Industries Ltd.

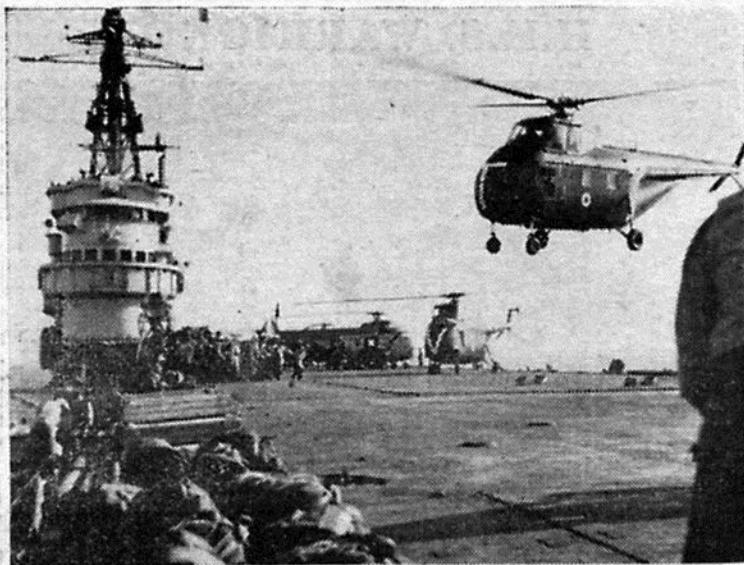
Of the damage from the cease-fire line at El Cap to Suez, it is assessed that the two bridges and nine of the wrecks are obstructions which affect the free passage of ships drawing 25 feet or more. The remaining wrecks are assessed as ineffective, or probably ineffective, obstructions to free passage in the fairway.

Clearance of the approaches to the Canal proper and of the Canal itself has so far necessarily been confined to Port Said harbour and the stretch of the Canal under the present control of the Anglo-French forces. The immediate plan was to clear as soon as possible a channel suitable for ships of 10,000 gross registered tons, and latest information received in London indicates that a channel 160 ft. wide has now been cleared, the Naval Task Force Commander on the spot reporting on November 26 that "the West channel is clear to a depth of at least 25 ft."

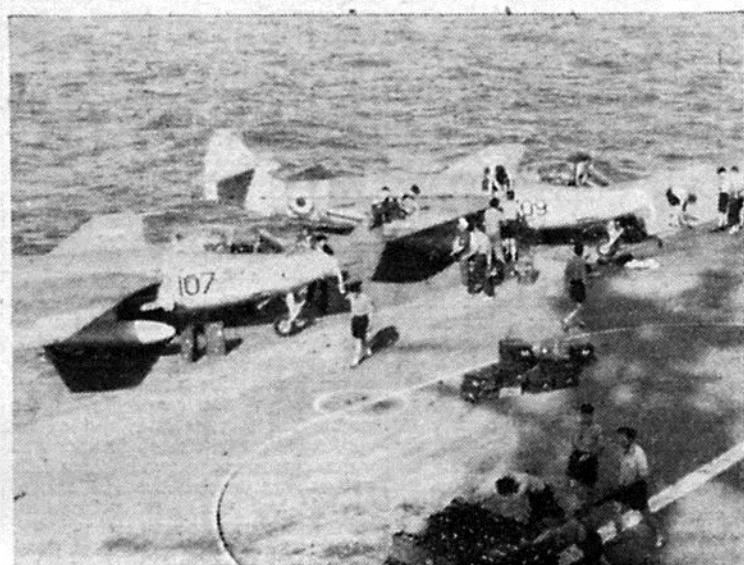
As a result of these Naval salvage operations, freedom of movement for shipping of the above limited size now exists as far as El Cap, the position reached by Anglo-French forces when the "cease-fire" was declared.

The inability of Anglo-French salvage teams to examine obstructions beyond this point will inevitably de-

(Continued on page 20)



First helicopters to take No. 45 Commando into action from H.M.S. Thesaurus



Seahawks of 800 Squadron being rearmed between sorties on board H.M.S. Albion

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H.M.S. WARRIOR



SINCE LAST writing Warrior has completed her D.A.E. trials. These trials took place in the Portsmouth area and were successfully completed at the end of October. After a week-end in Portsmouth she then sailed for Rosyth and a grand Scottish welcome awaited us. The ship's rugby team visited Perth and there defeated the Black Watch Regiment. We sailed then for Belfast round the north coast of Scotland and on our way passed through Scapa Flow anchorage. Coming down through the Minches we experienced some fairly rough weather, which persisted all the way to Belfast, and delayed our arrival for twenty-four hours.

Once again a first-class welcome awaited us, and lots of sport, including rugby, football and hockey was played against the Northumberland Fusiliers and H.M.S. Caroline, the Belfast R.N.V.R. training ship. Warrior lost her unbeaten rugby record being defeated 6 points to nil by H.M.S. Caroline.

Quite a large number of the ship's company visited the Ewart Linton Linen Mills, and also Short-Harland's aircraft factory.

After a most enjoyable week-end we sailed for Plymouth and here the final stages of the refit will be carried out, before moving to Portsmouth early in the New Year.

R.N. HOSPITAL, HASLAR

IT IS not often we hear of the sporting activities of the Sick Berth Branch, but from an account received from R.N. Hospital, Haslar, there appears to be plenty of good sport there. Although the soccer team has managed to obtain only two points from seven matches, some very close games have been played and all are agreed that, on occasions, the ball just didn't run our way.

On November 14 the Sick Berth Staff Cross-Country Race was held over a 3½-mile course. First man home was S.B.P.O. McKay.

In the boxing world, S.B.A. Sweeny won the light-heavyweight title and S.B.A. Worsfold was runner-up in the bantamweight of the Command Novice championships.

In both hockey and table tennis our

teams are doing well. The hockey team has won five of the seven games played and the table tennis team has won three of the five games played.

Rugby has been quite successful and we are looking forward to even better games during the remainder of the season. The first match of the season, against Diligence, did not go very well and neither have the two matches with Vernon, but the matches with Sultan, Dolphin and Ariel gave promise of really first-class games to come.

Apart from playing for R.N. Hospital, seven from the hospital have been playing regularly for the United Services. Four have been playing for the U.S. Crusaders, two for the U.S. "A" team and one, Surg.-Lieut. Jack, played for the U.S. first team against U.S. Chatham.

H.M.S. SULTAN

DURING RECENT months a number of new ventures have been started in the establishment.

A play reading group was formed and as a first venture, several one-act and three-act plays were read.

Interest and attendance grew steadily and it was decided to tackle the production of the Greenwood comedy "Cure for Love."

A party of enthusiasts is now at work building flats and scenery, while rehearsals with the cast are in full swing. Although time is short it is hoped that the play will be ready for presentation in the Sultan theatre before Christmas leave.

Band's Enthusiasm

Also a recent venture has been the formation of the volunteer band. Instruments were obtained, but when the volunteers were assembled it was found that only two members had had any previous experience. However, thanks to the enthusiasm of the band themselves, and with the valuable assistance of Mr. Brown, an ex-Royal Marine band master who trains several other volunteer bands in the Portsmouth area, progress was made. After only six weeks' instruction, partly in the Dog Watches, the band took its place at Divisions for the first time. Its repertoire consisted of one tune—composed by Mr. Brown himself—and named by the band "On the Plates"! On the second and third appearances, the repertoire had been extended to two and three tunes respectively, and the ship's company are now beginning to regard their band with an affection that was somewhat lacking on their first occasion of playing.

One recent acquisition which should materially assist the band ceremonial is a magnificent bandmaster's mace topped by a Sultan's head, the entire mace having been made in the establishment itself. This mace was first seen on parade on Saturday, November 17, when divisions were inspected by Rear-Admiral G. O. Naish, Rear-Admiral for Engineering Duties on the Staff of C-in-C. Portsmouth.

Sport

On the sports field, Sultan's 1st XI soccer team have continued their winning streak, and of the eight league matches played have won seven and drawn one. The 2nd XI have also had a series of wins, and now have six wins to their credit with three losses. P.O.M.(E.) F. Newton is the top goal scorer for the first team with 15 goals, and L.M.(E.) Armitage heads the 2nd XI goal scorers with eight goals.

The gymnasium, a converted hangar, is the scene of much sporting activity and team training in the evenings.

The inter-part deck hockey league is being played off at the rate of four matches per week. By trial and error we have evolved some effective rules and this has succeeded in reducing the casualty rate to an acceptable level.

It is hoped to introduce a basketball knockout competition in the near future.

Our table tennis team now heads Division V in the Portsmouth and District League and an inter-part competition also produced some lively and enjoyable matches. It has also been whispered that an unofficial darts team—the "Sultanas"—is unbeaten in the local pubs circuit.

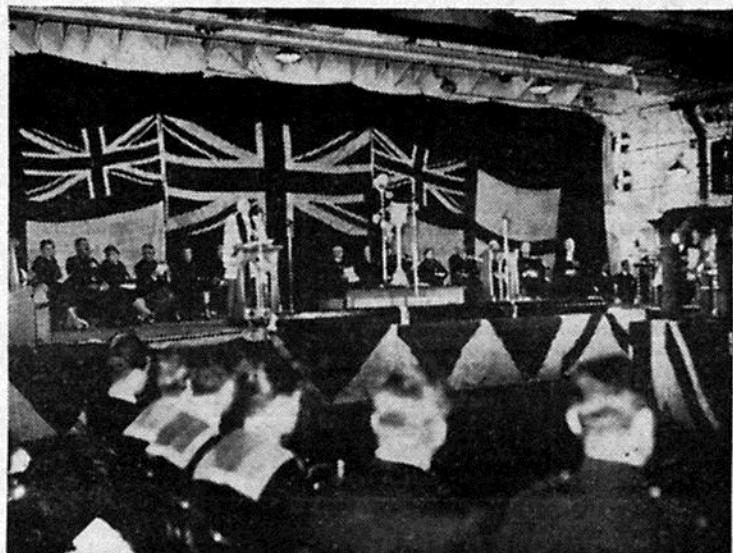
In Division III of the Command Postal League the .22 rifle team are now leading having an overall team average of 96 points, Lieut. Hook and F.R.A. Warer both shooting "possibles" last week.

Examination

On the working front "A," "B," "C" and "D" term Mechanician Candidates have completed their 6, 12, 18 and 24 months' examinations, both in technical work and trade tests. This is quite a momentous occasion for the "D" class final trade-testing, since this will be the first occasion on which mechanicians will have done the same trade test as the E.R.A. apprentices on passing out, and both will have been marked by a common examining board. The outcome

(Continued at foot of col. 4)

Commissioning of H.M.S. Ark Royal



Capt. F. H. E. Hopkins, D.S.O., D.S.C., R.N., Commanding Officer, addressing ship's company during recommissioning ceremony

Recommissioning

H.M.S. ARK ROYAL recommissioned at Devonport on November 1. The occasion was marked by a ceremony in the ship's upper hangar, which was attended by the Commander-in-Chief, Plymouth, the Commander-in-Chief, Home Fleet, the Lord Mayor of Plymouth and many Senior Naval Officers. Some 300 relatives of the ship's company also watched the ceremony and had lunch in the ship's dining halls afterwards. To assist travel and baby watching arrangements, buses fetched visitors from the dockyard gates and a creche was established on board for tiny tots by the W.R.N.S. of Plymouth.

Refit

This has been extended, many modifications have been carried out, a major one being the Operations Room, from where the Command controls war operations including such aircraft as the Supermarine N.113, which can carry the atom bomb, and which has already landed on Ark Royal's flight deck. Another significant alteration has been the removal of two gun turrets from the port side forward, which has not only extended the flight deck area, but the space vacated by the gunnery machinery below decks has been sufficient to provide first-class accommodation for 120 men in messes with bunks.

Television

The ship's private venture television system installed a little over a year ago has much improved as a result of experience in the first commission. The scope of the service it provides has been increased, the clarity for films shown on T.V. improved and now 60 messes are wired for T.V. and

nearly 50 sets are available. Very shortly now virtually every member of the ship's company will be able to sit comfortably in his mess and watch a service which provides B.B.C. and I.T.V. in U.K. waters, live shows and films at sea abroad and foreign television programmes in certain areas.

Outward Bound Exercises

A series of "Outward Bound" exercises designed to develop initiative have been carried out. In the last one ratings from the ship were taken blindfolded to the wilds of Dartmoor, they then had to obtain information and sundry items from various towns in Cornwall and Devon. Some of these items to be obtained were, a ticket of admission to a country club near Bodmin, a picture postcard of a particular Devon village church, autographed by the vicar, and the autograph of a prominent resident in another Cornish town. The most successful in this exercise was P.O. Broome of Hebburn-on-Tyne, who succeeded in visiting Bodmin, Ilfracombe and Exeter, and obtained all the required information. How and in what disguise he travelled is another story. After all, someone else might want to use the same method some day.

The Tonia Bern Show

On Friday, November 9, the Tonia Bern show was put on with great success in the upper hangar to a large audience of ship's company and their guests. The two chorus girls had no difficulty in persuading two sailors to go up on the stage with them but they had considerable difficulty in restraining them when they were there. Tonia Bern herself had the whole audience "gone" when she started some rock 'n' roll, but fortunately the ship's mooring held fast.

(Continued from col. 3)

is being awaited with considerable interest and we hope, not too much trepidation.

Mechanical Training Courses which have left in the last two months after their twelve weeks' course are 308, 309 and the first combined Portsmouth and Devonport course, No. 1 Mechanical Training Course.

To revert to rather lighter matters the tombola which is played every Monday, Wednesday and Friday is still proving very popular. No fortunes are won or lost, but occasionally someone gets a win big enough to finance a really decent run-ashore.

The woodworking class on Tuesday and Thursday evenings is also going with a swing. It is rumoured that one member is building himself a sectional garage, but confirmation of this has not been obtained.

In Memoriam

OPERATIONS IN EGYPT

Sub-Lieut. C. J. Hall, R.M., H.M.S. Bulwark.

Lieut. E. A. Ufton, R.M.

Lieut. P. W. McCarthy, R.M.

Sgt. D. H. A. Dennis, R.M., PLY/X4537.

Mne. Lorin Duhill, R.M., 15070.

Mne. N. J. Fowler, R.M., 14245.

Mne. R. J. Fudge, V., 202128.

Mne. C. E. Goodfellow, R.M., 131833.

Mne. D. Howard, R.M., 15145.

Mne. B. J. Price, R.M., 11202.

Mne. B. J. Short, R.M., 11158.

Sub-Lieut. R. E. Craven, Royal Navy, R.N. Air Station, Yeovilton, October 30, 1956.

Lieut. J. N. L. Holtusen, Royal Navy, R.N. Air Station, Yeovilton, October 30, 1956.

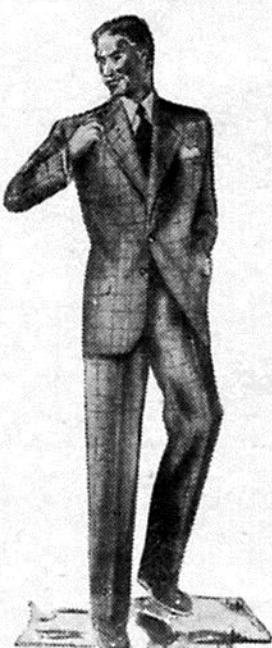
L.E.M. (Air) G. Poole, L.F.X. 903921, H.M.S. Ariel, November 9, 1956.

Lieut. J. Bawden, Royal Navy, R.N. Air Station, Sembawang, Singapore, November 12, 1956.

Sick Berth C.P.O. D. A. Brown, P/MX 51053. Died on November 19, 1956, at Haslar, Gosport, Hants.

Chief Wren Officers' Steward Marion Grace Jellet, 11902, died on the H.M.S. Caledonia, at 9.30 on November 21, 1956.

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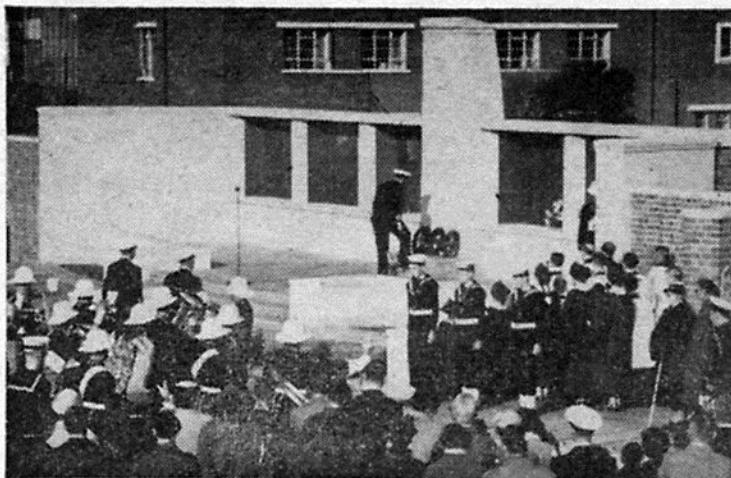
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See page 20
for
Classified
Advertisements

R.N.B. Lee-on-Solent



ON SUNDAY, November 11, in bright sunshine, personnel of all ranks gathered on the sea front at Lee-on-Solent in a Service of Remembrance to those "who gave their lives in the service of their Country and in particular those of the Fleet Air Arm who have no known grave but the sea." For this is the inscription carved on the granite memorial facing out upon the Solent.

A guard of Naval Airmen, the band of the Royal Marines and personnel of the Royal Navy and Women's Royal Naval Service to-

gether with friends and relatives joined in prayers and hymns followed by the two minutes' silence, in tribute to those gallant men.

Flag Officer Air Home, Vice-Admiral Sir Caspar John, K.C.B., laid a wreath at the foot of the memorial, followed by Flag Officer Ground Training, Rear-Admiral R. L. Fisher, D.S.O., O.B.E., D.S.C., Captain-in-Charge of R.N.A.S. Lee, Capt. H. H. Bracken, R.N., and Naval Airman, R. Clark. A tribute from the British Legion was laid by Squadron-Leader W. J. Pond, M.M.

H.M. Yacht Britannia

"OUT OF sight, out of mind," is an oft-quoted expression and just in case the national "dailies" are not telling our friends and relatives enough about our doings, may I fill in just a bit.

After our departure from Portsmouth on August 28 we headed south for Cape Town and in no time at all it seems, we were stowing our blue suits away and taking advantage of the warm sunshine which was very welcome after our summer weather. We did in fact make two stops on the way to Cape Town—one in Freetown and another at Loanda in Portuguese West Africa. Those of you who are familiar with either of these places will understand if I quickly press on to Cape Town. Our stay in the latter was all too brief but we nearly all got a run ashore. It was very reassuring to find that the folks we met were every bit as friendly and hospitable as they ever were.

After Cape Town our next stop was Mombasa and the passage was not without interest. In response to requests by the mayors of Port Elizabeth and Durban we passed in close to these cities so as to give the inhabitants an opportunity of seeing us. It was very pleasant for us to have the opportunity of seeing these places too, and I think there were quite a few of us who had nostalgic thoughts.

Royal Yacht

It was just as we were passing Port Elizabeth that the royal yacht made one of her rare diversions from schedule and this occurred when we turned back in response to a distress message informing us that a man had been lost overboard from a merchant ship some miles astern of us. We searched for some hours in extremely bad weather but were unsuccessful.

Our stay in Mombasa was quite short and we were soon on our way again, this time wearing the standard of H.R.H. Princess Margaret. Four days of sunny weather took us to Mauritius where the Princess received a tumultuous welcome. A number of years had elapsed since the last royal visit and the people really let themselves go on this occasion. The surprising thing about Mauritius and the same thing applies to Seychelles is that the populace, particularly the Europeans, have retained the French language and most of the original French customs after so many years.

The British took Mauritius from the French as long ago as 1810. French-speaking or not, there was certainly no doubt as to the islanders' admiration for the Princess. Mauritius will long remain in our minds for the magnificent send-off it gave us. We left our alongside berth after dark and as we slowly passed down between the two lines of merchant ships anchored in the harbour they fired rockets over us from both sides. Meanwhile from around the harbour and neighbouring hills more rockets and fireworks were fired, and finally from the shore and on either side of us large quantities of cordite were ignited which flared up in great masses of flame, completely illuminating the

scene. Add to all this the hooting of a dozen ship sirens and the cheers of thousands of people and perhaps you begin to get some idea of this wonderful send-off.

En route for Zanzibar we once again put on a ship concert for Her Royal Highness and it was fairly obvious to all of us that the Princess enjoyed herself. Our visit to Zanzibar was fairly brief—hardly long enough to form any impressions anyway, excepting possibly that the town looked a whole lot more innocent than Anthony Steel had led us to believe.

Last Call

Dar-es-Salaam was our last port of call on the cruise and Princess Margaret received a grand reception there. The beaches leading to the harbour were thronged with hundreds of children dressed in red, white or blue, all vigorously waving the Union Jack. The port area of Dar-es-Salaam has been the scene of great development for some time now in order to cope with the ever increasing flow of goods to and from Tanganyika and the Belgian Congo. Her Royal Highness herself performed the inauguration ceremony for the new deep water berth which has recently been completed and unveiled a stone commemorating the occasion. It was at Dar-es-Salaam that the Princess said goodbye to us before commencing her East African tour overland.

Shore Leave

After we had left Dar-es-Salaam we proceeded to Mombasa where we were all lucky enough to have three days' leave. Some ratings elected to go to a beach holiday camp and take it easy—other more energetic types elected to go on Safari, while many received private hospitality. All enjoyed themselves but I think the "Safari" types had the more exciting time for they went to one of the finest game reserves in the world at Amboseli, which lies at the foot of the famous Kilimanjaro. Wild game abounds in this area and it will give you some idea if I tell you that one party on Safari saw as many as eighteen lions, several herds of elephants, several rhinos, and hundreds of the more common game, all in the space of one afternoon.

Mombasa, like Dar-es-Salaam is a busy seaport town, and is also in process of considerable development. In Mombasa however the development is taking place in the town itself. One aspect of this is very noticeable to the visitor, who cannot help but notice the large number of blocks of brand new flats which have been, and are still being built. These flats are quite modern and are for the exclusive use of the Africans themselves, to replace the primitive huts hitherto used.

Soon after we had finished our leave in Mombasa His Royal Highness The Duke of Edinburgh embarked for this second and longest royal cruise. At the time of writing we have already paid our first visit which was to Mahe the capital of the

H.M.S. Hornet

IN OCTOBER, the 1st and 2nd Squadrons visited Holland for exercises. The first week was not a success, from the operational point of view, as the weather was so bad that the boats could not get to sea. Most people found something to do to occupy the time and visits to Amsterdam, arranged by the Dutch Navy, were much appreciated even if some had difficulties negotiating the canals and found the water rather cold. However, the Dutch Police were most helpful and had a magnificent drying and cleaning organisation. Sea time lost during the first week was made up in the second week when the boats were at sea almost every night returning in the cold light of dawn.

Coastal Forces Day

Coastal Forces Day was quite a success. Hornet was taken over by wives and families who made full use of all the facilities, entertainments, etc., provided. After lunch the children's playground and the pirates' cave were deserted for a trip to sea in the boats. The weather was most kind and the sea air was appreciated by all, in spite of the fact that some of the ladies complained of salt in their latest "perm." One lady was heard to remark "It was not only the children who enjoyed it. Aren't men lucky." After tea the parents were relieved of their children who were given a cinema show and the day ended with a social evening in the canteen and C.P.O.s. and P.O.s. messes.

Sport

From the sporting side the season so far has been successful. The soccer team having won the U.S. League II last year had great hopes of repeating the performance, but unfortunately, injuries and movements of the Squadrons, depleted the side with the result that two league games have been lost.

With only two of the last season's side remaining, considerable team building was necessary to begin with. A good start has been made in the Junior Cup by beating 245 Battery, R.A., 3-0 in the first round. The arrival of Shelton at outside right has strengthened the side considerably. So far we have played six games, won four and lost two with thirty-six goals for and ten against. Asworth (20) and Mitchell (6) being the chief goal scorers.

The rugby team like the soccer team, had to field a very depleted team on occasions and also lost two of their earlier matches. A knee injury to Singleton and Robertson's illness deprived us of two excellent forwards who have played for U.S. 1st XV. In the backs Montgomery has been playing quite well for U.S. 1st XV and Toomer has played for the "A." So far we have played nine matches—won 7, lost 2 with 97 points for and 69 against.

It is understood that the hockey team is not doing as well as expected, or we would have heard more about it. A little information has been dragged out of the hon. secretary. Like all other sports, hockey was depleted in the earlier part of the season and were beaten by St. Vincent in the Command K.O. Cup. The outstanding players are Marshall and Plumer who are regular members of the U.S. team. Results so far—played 4, won 2, lost 2.

By coming third in the Autumn Command Cross Country we did better than we have ever done. R.N.B. just beat us by 21 points. Our team was built round a keen nucleus headed by Booth (who had been "Nassered" and shortly ships a blue helmet for a white cap), Grant and Briggs who has just come out of hospital having had an unpleasant accident on a tandem. We hope to be somewhere near the front in the Spring Command, but perhaps with a lot of different faces.

Seychelles group of islands, and here he received a great welcome. As one local put it to me "this is the greatest thing that has happened to us for years." General Gordon of Khartoum had the theory that it was in the Seychelles that the original Garden of Eden was situated, and certainly Mahe was one of the most beautiful islands we have ever visited.

Our next port of call is Colombo and by the time we arrive there we shall have covered about 15,000 miles since leaving Portsmouth. The greater part of our cruise still lies ahead and we shall hope to meet you again in these pages. Meanwhile with all good wishes to our relatives and friends we must say *au revoir*.

Suez Rescue



Lieut. D. P. McCarthy, R.N., welcomed back on board H.M.S. Eagle after stepping from the helicopter which had just rescued him

H.M.S. Osprey

THE HOPES, expressed in our last report, of beating R.N.B. Portsmouth in the Navy Cap 1st round soccer were very nearly realised. After extra time in a most exciting and exhausting match (the score 5-5 gives some indication of its nature) we were unable to get that extra goal and the team had to go to Portsmouth for a replay. It proved not to be our day and we lost 3-0. However, the team is to be congratulated on a very fine performance. Unfortunately we have now lost one of our "stars," L.E.M. Mathews, to Collingwood. We wish him every success there and anticipate hearing great things of his performance on the field.

The hockey team is playing creditably and regularly but was knocked out of the Navy Cup by Maidstone, 4-1. Rugby has made a slow start with only a few matches so far, but there is a full programme ahead.

In the social world there are few items to report. The Chief Petty Officers' Mess entertained the local R.N. Association and presented a Cup for an annual sporting event between the Mess and the Association. The local R.N. theatre came to life after being long dormant, when a very entertaining variety show, headed by Richard Murdoch, made a one night stand. Unfortunately, the show was poorly supported in spite of the efforts of the entertainments officer, Inst. Lieut.-Cdr. Fielding, who even offered to extend credit to would-be patrons as it was the end of a "blank" week. It is to be regretted that a "live" show did not get better support, as with this experience it is unlikely that there will be any further professional shows at Portland.

There have, as usual, been many changes in personnel since the last report, but C.P.O. Eggleton cannot be allowed to leave us and the Service without a mention. As Chief of the Training Office and "King" of the Buses, he was known to practically everyone who passed through Osprey during his quite lengthy residence here. A big gap has also been left by the departure to another appointment, of C.P.O. Bilsby. No doubt he is already organising soccer teams in his new area. They both carry with them our good wishes for happiness and success in their new spheres.

R.N.A.S. Culdrose

TWO VERY successful functions have been held recently—the Trafalgar Night Dinner and an "At Home" to representatives from those organisations which play such a vital part in Air-Sea Rescue Operations. At the latter were members of the Cornish lifeboat crews and committees, Coastguards, fire services and police also attended.

The guest of honour at the Trafalgar Night Dinner was Air Chief Marshal Sir Ralph Cochrane.

Prince Chula Chakrabongse of Thailand visited Culdrose informally.

The 25 Wrens who spent an enjoyable afternoon with the ship's company of T.S.2 extend their grateful thanks to their hosts. The chief and petty officer Wrens gave an excellent Hallowe'en party. We have it on good authority that the Wrens are going on specially rigid diets in preparation for

their Christmas dinners to be held on December 9.

First Officer Bammant will be missed but our loss is Burghfield's gain.

Congratulations to "B" Flight, 849 Squadron, for winning the Hibernia Recognition Cup.

Congratulations, too, to the boxing team for their win over R.A.F. St. Mawgan and their success in the Cornwall Inter-Services Boxing Tournament.

The soccer team has done well recently, although beaten after extra time by Lee-on-Solent in the Navy Cup Competition. The team has since beaten Yeovilton and Ariel in Home Air Command Cup games and are to play Anthorn in the final.

Hockey—unbeaten this year! For the second year Culdrose has won the Home Air Command Hockey Cup.

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During the past year over £125,425 has been expended in grants to serving and ex-serving Naval men and their families and dependants who were in necessity or distress; £32,615 to kindred organizations and Children's Homes; and £17,820 for training and finding employment.

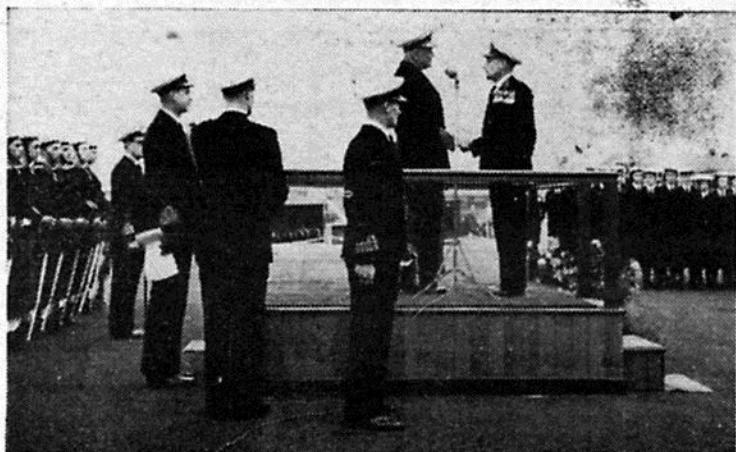
RNBT maintains its own Children's Home in Edinburgh; a Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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H.M.S. VERNON



ON FRIDAY, November 2, C.P.O. William Pettit Coop, B.E.M., of 23 Collins Road, Southsea, received a second clasp to his Good Conduct medal. The presentation was made by the Commander-in-Chief, Portsmouth, Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O.

This distinguished chief petty officer has served continuously since February 1, 1911, and much of his time has been spent at H.M.S. Vernon, the torpedo, mine and anti-submarine school at Portsmouth. For the past eight months, C.P.O. Coop has been Regulating C.P.O. of the instructional mine warfare section there, and he will be returning at the end of November.

C.P.O. Coop is now 63, and with one exception is the oldest serving rating in the Royal Navy. He is beaten by a short head in this distinction by C.P.O. Zahra, who is Chief Steward at Admiralty House, Portsmouth, and who received the second clasp to his Long Service and Good Conduct medal at the end of last year.

C.P.O. Coop joined the Navy from his Leamington Spa home in February 1911. He first went to sea as a Boy 1st Class in H.M.S. New Zealand, one of the pre-1914 Dreadnoughts.

World War I

Having served at sea throughout two world wars, Coop has had many varied and interesting experiences. In 1916 while serving in the destroyer Attack (one of a Flotilla of 20 ships), he was to witness the start of the convoy system. In those early days it was a matter of one destroyer escorting one merchantman. There was no means of detecting the submerged U-boat other than by hydrophones and this entailed stopping the detecting ship's engines to achieve detection. In 1917 Attack was torpedoed off Alexandria and Coop was one of the 54 survivors picked up by a trawler.

Incident in Tokyo

In 1922, while serving in H.M.S. Renown (then on her famous world cruise with the Prince of Wales embarked), C.P.O. Coop distinguished himself by playing a leading part in

the rescue of Japanese civilians who were trapped on the top floor of a blazing Tokyo hotel.

Lent to Canada

From February 1925 to October 1929, he was lent to the Royal Canadian Navy as a torpedo instructor, and played no small part in the building up of that Navy, which in 1924 consisted of two destroyers and four trawlers. Whilst carrying out minesweeping training in one of the latter, he was shipmates with Vice-Admiral Reid, R.C.N., then a sub-lieutenant. In 1929, Coop was recalled to England and was relieved by a leading seaman, who is now a captain in the Royal Canadian Navy.

He went to pension on October 25, 1933, but immediately re-engaged for a further five years. In all he has re-engaged for a further five years on five occasions; and for 22 years has been drawing both pay and pension. C.P.O. Coop rejoices in the rare distinction of having had his efficiency assessed as "superior" (the highest Naval assessment) for some 40 years!

At the outbreak of World War II, C.P.O. Coop was serving at Vernon and in October 1939 he joined H.M.S. Manchester City, a mobile base ship, which was engaged in laying the harbour defence of the Firth of Forth and Scapa Flow. He was subsequently concerned with harbour defences in several different theatres. He recalls in particular the setting up of harbour defences at Diego Suarez (Madagascar) after the landings there in 1942.

Seaward Defence Expert

Following on his experience in Manchester City, Coop became one of the Navy's most expert instructors in seaward defence and continued to be concerned with this important aspect of defence from 1943 until very recently. In 1951 he was awarded the British Empire medal for his work in this field.

A senior officer at Vernon recently paid this compliment to Coop.

"During the whole of his service, he has shown the utmost devotion to duty and has contributed a great deal towards the efficiency of the service,

(Continued bottom column 3)

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H.M.S. CONDOR

Trafalgar Night Dinner

ON THURSDAY, October 18, at a Trafalgar Night Dinner held in the Wardroom, the Guest of Honour was Admiral of the Fleet Sir Rhoderick R. McGregor, G.C.B., D.S.O., L.L.D.

Ski Club

Some 22 members of this club took advantage of the long week-end beginning Friday, November 2, to go to Rothiemurchus on the Spey in the Highlands.

An advance party left in the morning to prepare the hut and the remainder arrived in the evening. The expedition included officers, Wrens, petty officers and apprentices. One Wren officer and one Wren made the journey from Lee-on-Solent to be with the party.

On the Saturday they climbed Sron na Lairig from Lairig Ghru where they encountered low temperatures, poor visibility and snow to a depth of 8 inches.

The party was led by Inst.-Lieut.-Cdr. Gilbert.

Mountain Club

Under P.O. MacGibbon 10 members travelled to Arrochar near Loch Lomond and enjoyed mountain climbing during the long week-end. The slopes of The Cobbler were the main attraction.

Deep Sea Rover Crew

The Rover Crew went to Brockles in the Glen Cova-Glen Moy area for the long week-end. There, under Inst.-Lieut. Hub, and working from a bothy in the hills they had a pleasant time hiking and rambling in the area.

R.N.A.S. ANTHORN

ON OCTOBER 25, Rear-Admiral Ham visited Anthorn and, at Divisions, presented to Chief Airman H. W. Barnes the British Empire Medal, which he had been awarded in the New Year Honours List.

Great interest has been aroused here in the Mountain Rescue Team, which has been expanded into a Mountaineering Club with frequent outings to climbs of varying degrees of skill in the Lake District. We have had a few visitors from other Air Stations to join in this venture, and expect more in the future.

The R.N. Volunteer Band played for the March Past of Service Units in the Remembrance Day Parade in Carlisle and maintained their usual high standard for which they are well known throughout the Border Area. A Naval and a Wrens contingent also took part.

The Dramatic Society performed "Distinguished Gathering," a murder play, at the end of October. Produced by Sub.-Lieut. B. Moffatt, R.N.V.R., the play was chiefly notable for a fine performance by the leading lady, Chief Wren (Radio) M. Reardon.

Anthorn's hockey team have been having an excellent season, highlighted by their performance in the H.A.C. Knock-Out Final, when they were only beaten by the odd goal in five by Cudrose. Meanwhile, at the time of writing, our Rugby and Soccer teams are both in the H.A.C. Semi-Finals.

(Continued from column 2)
to Vernon and to the torpedo and anti-submarine branch."

C.P.O. Stanley

At the same time, the Commander-in-Chief presented the B.E.M. to C.P.O. S. Stanley, a very well deserved honour. All members of the T.A.S. family will, we are sure, join the C.-in-C. in his congratulations to these two.

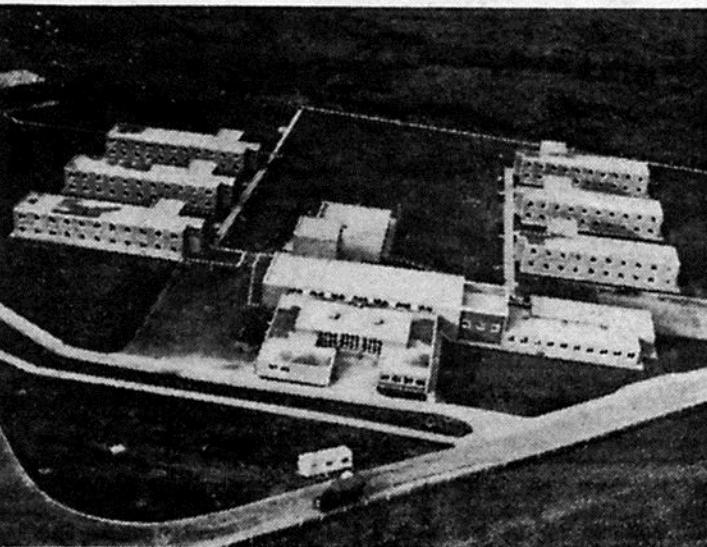
We dined the Bishop, the Lord Mayor and the Provost of Portsmouth during this month, and wish to place on record that the blow-football match after dinner was played with decorum and dignity suitable to the occasion.

The Flag Officer Flotillas, Home Fleet, Rear Admiral J. D. Luce, D.S.O., O.B.E., has taken up temporary residence in Vernon, and we hope that his sojourn with us will be happy.

The Christmas concert is proceeding well under the able production of Inst.-Lieut. Bill Oakland. He hasn't been with us very long but is pulling his weight, and we forecast an excellent show. Casting readings for the spring productions are being held in the near future and the drama team will once more swing into action.

Finally, we wish our family, wherever they may be, a very happy Christmas, and may 1957 bring prosperity and peace.

R.N.A.S. BRAWDY



THE NEW Chiefs' and Petty Officers' messes were opened on Friday, November 23 by the Flag Officer Air (Home). In his address at the opening ceremony Admiral John said that if we must rough it at sea, let us at least

R.N.A.S. FORD

ON WEDNESDAY, November 21, the Flag Officer Air (Home) Vice-Admiral Sir Caspar John, K.C.B., arrived by helicopter at 1100 to open the new Chief Petty Officers' and Petty Officers' Mess.

The Admiral in his address stated that the fine building was part of a big rehabilitation scheme for the Home Air Command and that this was one of six such messes either completed, being built or in the planning stage. Our ever present problem, he said, was to find sufficient money for these projects, but none the less all the remaining accommodation would be replaced by permanent buildings.

After Capt. H. C. M. Rolfe had given a short address to the assembled chief petty officers and petty officers, the Chaplain, the Reverend Richardson blessed the building.

Vice-Admiral John was presented with a silver key by the managing director of Messrs. Waring, the contractors, who erected the building. This key was used for the formal opening of the mess.

Besides lavishly furnished ante-rooms, dining rooms, billiards rooms and quiet rooms there are 109 single cabins for chief petty officers and 63 double cabins for petty officers.

R.N.A.S. STRETTON



On Wednesday, November 14, we were honoured by the distinguished visit of the First Lord of the Admiralty, Viscount Hailsham

The Kemsley Trophy

FOUR AVENGERS and four Attackers of 1841 and 1831 Squadron respectively (Northern Air Division, R.N.V.R.) left the Royal Naval Air Station at Stretton on October 27 for Ford to take part in the Kemsley Trophy.

All aircrew were on top line (as always!) and points gained in the competition were 108 for 1831 Squadron and 94 for 1841 Squadron, placing them third and ninth respectively.

Overall improvement was noted from previous efforts and the only Division unable to compete was that from Scotland—bad weather was against them for the trip down to Ford.

Much work goes into this competition and questions asked include pre-flight ones on Q.S., safety equipment, starting up and taxiing, whilst airborne marks are given for take off, forming up, fly past, 1, 2, and 3 manoeuvres, questions to and from the observers in the air, rejoining, touch-down interval and R/T discipline.

Activities

Amongst our many activities this term was a lecture given on November 7 in the cinema by Dr. Jennings on the North Atlantic Treaty Organisation.

Over 350 Officers and Ratings attended this well given lecture on a subject which is very topical in current affairs.

Guy Fawkes Night

For weeks previous the "bonfire" at the married quarters had steadily grown and when November 5 came there appeared a most impressive delight on all the faces of our younger and not least older, set.

Skiffle Group

Being modern in our outlook we have not "let slide" the forming of a "skiffle" group and this has been done under the direction of our Band Sgt. Lane, from the Isle of Wight. His comrades in arms in this team so far, are P.T.I. "Scouse" Hanley (from Liverpool?), who plays the guitar with another "Scouse"—N. A. Cartwright, whilst Albert Adshead, our P.T.I. from Manchester, has filled the position of the Macedonian Harpist!

Remembrance Sunday

A guard of 48 paraded under the command of Lieut. Cox for the Manchester Service of Remembrance on November 11 whilst a guard of 24 under the command of Lieut. Shackleton paraded at Stockton Heath.

At Oldham, L/Sgt. R. W. Hewlett, from Old Trafford, Manchester, represented the Royal Navy by standing guard at the Cenotaph there with representatives of the other Services.

Locally, at Appleton Cross, a Remembrance Service was held and attended by officers and ratings from this Station and the civilian population of the parish. The Blackcap Band provided the music for the service whilst the Rev. R. A. Alder officiated.

Wreaths laid on the Cross included those from the captain, officers and ratings of H.M.S. Blackcap and one from the Northern Air Division, R.N.V.R.

Night Casualty Evacuation



P.O. Jarvis being interviewed by the B.B.C. Lieut.-Cdr. Spreadbury is in the centre

THE RELATIVELY clear and moonlight conditions during Tuesday night, November 20, enabled an experienced helicopter crew, Lieut.-Cdr. E. C. Spreadbury and P.O./Tel. (Aircrew) W. A. Jarvis to fly to St. Mary's Hospital, Isle of Wight, and there by the light of car headlamps, embarked a woman patient, critically ill with burns. With a doctor and nurse they flew directly to Hodstock Hospital near Salisbury, where, once again using improvised lighting in an emergency landing area close by the hospital, they were able to hand the patient over to specialised attention, which she so desperately needed. After returning the doctor and nurse to Newport, the helicopter flew back to R.N.A.S. Lee-on-Solent, landing just after midnight.

Lieut.-Cdr. Spreadbury has much experience of operating to fine limits under critical conditions, having served with the Naval Helicopter Squadron in the Malay jungle and also evacuating trapped families to

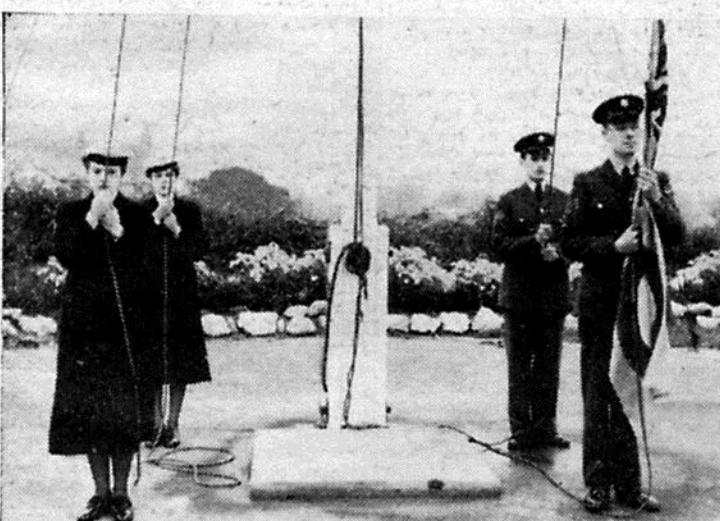
safety during the tragic floods in Holland.

A few days previously P.O. Jarvis had fortunately flown this route in daylight on a similar errand. The pilot said that without P.O. Jarvis' skilled knowledge of the area he would not have found either of the hospitals.

P.O. Jarvis' previous service has been in fixed-wing aircraft. An original member of 703X Squadron, he helped service evaluation trials on the Navy's latest anti-submarine aircraft, the Fairey Gannet, and later went on to complete two operational tours in these aircraft, first in 820 Squadron and then in 826 Squadron.

This is the first time a night casualty evacuation has been carried out from Lee-on-Solent. The reason being that the helicopter must stay in visual contact with the ground as they are not fully instrumented for blind hovering. So it was the happy coincidence of a very experienced crew being available and favourable weather, that enabled this emergency case to be evacuated.

R.N.A.S. Yeovilton



White Ensign "close up"

NOVEMBER WAS chiefly notable for us of H.M.S. Heron as a period of intense activity as the preparatory work of preparing R.A.F. Merryfield for Fleet Air Arm operations snowballed to hectic proportions.

The task, a formidable one, has been rendered as smooth and easy as possible thanks to the very good measure of co-operation that has been so willingly given us by the officers and men of the R.A.F.

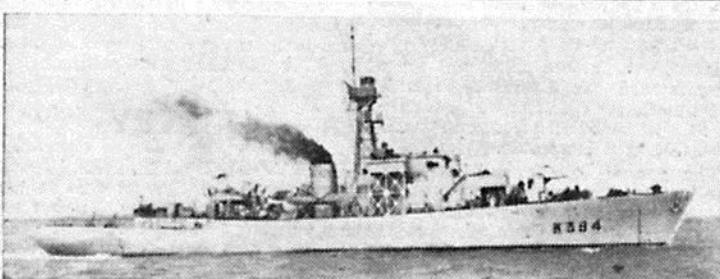
We of Heron have been delighted with the accommodation for all ranks at Yeovilton and numbly appalled by the fact that the hangars are unheated.

On Wednesday, November 21, both

Services went to Divisions in front of the Headquarters Block and Captain Lane formally received the Air Station from Wg.-Cdr. Everton-Jones and the White Ensign rose to the gaff as the R.A.F. ensign was downhauled.

Two days previously 891 Squadron departed for Lossiemouth and a fortnight's intensive armament training from which they hope to join us at R.N.A.S. Merryfield on December 7.

With our two Herons twenty miles apart and the imminence of petrol rationing our service transport routine will be more highly appreciated than ever before and we of the satellite look forward to a happy commission.



H.M.S. Leeds Castle

H.M.S. REDPOLE

ROYAL NAVY ships are used to carrying strange things and people, and recently H.M.S. Redpole lived up to this reputation by carrying seven bicycles, two tandems and eleven cyclists to Belgium.

The party landed at Ostend for "Expedition Training," something new to encourage Naval personnel to take part in activities outside the normal "Organised Games."

One of the leaders of this first Bicycle Expedition was S.B.C.P.O. G. H. Rigby, of H.M.S. Mercury who steered the tandem that did the navigating and route plotting and found all the bumps and pot-holes that make up the Belgian cycle paths. "Paths" and what paths they were—a concrete strip about four feet wide running alongside the road and used by riders in both directions as well as by both scooters and mo-peds, sometimes the path was one side of the road and sometimes the other, and as their use is compulsory that meant crossing the street of traffic, no small feat in Belgium. Usually, however, the paths were welcome, as more often than not the road was the dreaded paved—large and irregular cobble stones fit to shake the bike and its rider to pieces.

The actual cycling was restricted to the daylight hours as far as possible for sake of safety and frayed nerves, so that the mileage covered was not great but, nevertheless, most of Flanders was visited in the two days the party were on their cycles.

From Ostend the party meandered through Bruges and down to Ghent for the first night's stay. The second day was spent away from the usual tourists' area and here French was of little use as most of the folk only spoke Flemish. Nevertheless, nobody got lost as a complicated route was followed through Tielt and Tourhout, back to Ostend, nor did the flow of "near" beer that seems to be the local brew, dry up.

It is hoped in the future that many more of these expeditions will be sponsored, both in the U.K. and Europe as the chances arise, so keep a look out for details in P.T.M.s and take the chance to really "see the world."

H.M.S. LEEDS CASTLE

H.M.S. LEEDS CASTLE was berthed at Battlebridge Pier opposite the Tower of London from October 27-30 and for three days was open to visitors.

Leeds Castle is part of the 2nd Training Squadron based at Portland in Dorset. She is the last remaining Castle class frigate in the squadron, the policy being to replace these ships with new frigates of the Blackwood class. But though the smallest frigate she has shown herself more than the equal of the others, being the acknowledged cock of the squadron in sport and having conducted more exercises in the year than any other ship.

On Sunday, October 28, being the last Sunday in Port, H.M.S. Leeds Castle will fly her paying off pennant for the first time in 12 years. It has not been possible to make this the correct length, which depends on the length of service, as it would have proved an embarrassment to other shipping in close company.

Leeds Castle is a Chatham manned ship so the ship's company were on familiar ground for their last "run ashore" together.

H.M.S. Leeds Castle is a frigate of the Castle class. She displaces 1,630 tons, is 252 feet long, 34 feet in the beam and draws 15 feet. She was built in 1944 for service in Atlantic convoys and has been in continuous commission ever since. Her present role is training anti-submarine personnel, a job for which she is well fitted, being one of the few ships still running who have actually sunk a U-boat.

Her main armament consists of the squid anti-submarine mortar, introduced into the service with this class of ship, and which replaces the old depth charge. A very effective weapon indeed against U-boats, it undoubtedly did a lot to turn the Battle of the Atlantic in our favour.

This weapon is supported by a single 4-inch gun and two Bofors mountings for A.A. defence.

The chief feature of the ship's performance is not her speed which by latest standards is rather low but her great operational range, which is invaluable in convoy work.

Leeds Castle will be replaced by Grafton (Type 14 Frigate) now doing trials from Samuel Whites).

Abolition of the Ground Training Sub-Command of the Home Air Command

ON DECEMBER 7, 1956, when Rear-Admiral R. L. Fisher, D.S.O., O.B.E., D.S.C., hauls down his flag at H.M.S. Daedalus, the ground training sub-command will cease to exist as it has been decided that a relief shall not be appointed in his place.

The appointment of Flag Officer Ground Training (F.O.G.T.) was established in January 1949 following the recommendation of a committee under the chairmanship of Admiral of the Fleet Lord Fraser of North Cape, G.C.B., K.B.E. Rear-Admiral Fisher was the fourth F.O.G.T.; he was responsible to the Flag Officer Air (Home), Vice-Admiral Sir Caspar John, K.C.B., for supervising the training of all men except aircrew employed in the Fleet Air Arm and he commanded and administered the various establishments where this is done. For efficiency and convenience

his headquarters was at Lee-on-Solent.

Ground training embraces training of aircraft apprentices; aircraft mechanics; Naval air mechanics (A), (E) and (O); Naval airmen (aircraft handler), (safety equipment) and (photographer); and all air electrical ratings. This training is carried out at the Naval air stations at Arbroath (Angus), Bramcote (Warwickshire), Lee-on-Solent (Hants) and at H.M.S. Ariel (near Winchester, Hants). The R.N. barracks at Lee-on-Solent was also administered by F.O.G.T. In addition there are small ground training sections at the Naval air stations at Ford (Sussex) and Yeovilton (Somerset), though the main task of these two stations is flying training.

From December 8, the Flag Officer Air (Home) becomes directly responsible for ground training.

Olden Veny Strong Ale



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Electronic) particularly required, but vacancies
in other trades arise from time to time.**

Applications are especially invited from men in the following classes who are due to be released later this year or early in 1957:

**ENGINE ROOM ARTIFCERS
ELECTRICAL ARTIFCERS
RADIO ELECTRICAL ARTIFCERS
ORDNANCE ARTIFCERS
RADIO ELECTRICIANS
ELECTRICAL/MECHANICAL
MECHANICIANS**

Housing accommodation is normally available in six to twelve months for married men normally living outside A.E.R.E. transport area. Lodging allowance payable for married men separated from families whilst waiting for housing accommodation. Repayable loans available for removal expenses. Promotion opportunities.

Applications should be sent to Industrial Recruitment Officer, A.E.R.E., Harwell, Didcot, Berks, or anyone requiring more information should send for a copy of the booklet "A Career in Atomic Energy," which sets out some of the conditions of employment at Harwell.

CALENDAR

Doncaster Branch
Mar. 31, 1957—Standard Dedication.

Havant Branch
Jan. 1, 1957—Annual General Meeting.

Sidcup Branch
Jan. 12, 1957—Children's Party, followed by a Social Evening at the Station Hotel.

Portsmouth Branch
Dec. 7, 1956—Annual Dinner and Dance.

West Bromwich Branch
Dec. 11, 1956—Christmas Dance.
Dec. 12, 1956—Christmas Competition.
Dec. 13, 1956—Christmas Party.

Isle of Wight
Jan. 5, 1957—Annual Dinner.

Horley Branch
Dec. 15, 1956—Dance, Constitutional Hall.
Jan. 5, 1957—Annual General Meeting.

Dorking Branch
Dec. 22, 1956—Christmas "Get Together."

We Remember Them



Shipmate Thomas Tonge, October 24, 1956. A Vice-President of the Association and Secretary of the Nottingham Branch.

Shipmate H. W. Britton, November 10, 1956. Gravesend Branch.

Mrs. "Mum" Blake, October 13, 1956. An associate member of Twickenham Branch.

Shipmate Albert Curtis, November 18, 1956. Eastleigh Branch.

Shipmate Cdr. H. Vanderwell, C.B.E., R.N.V.R., a Vice-President of the Association.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen



Photo: Bert Hill, Droylsden, Manchester

The Denton Standard passing the saluting base

DENTON

EVERYTHING WAS ship-shape when the new standard of the Denton branch, Royal Naval Association, was dedicated at Christ Church on September 30. The Navy has a tradition for efficient organisation and the smooth way in which the arrangements for the parade service ran showed that the ex-Naval men of Denton have not lost their touch.

The parade assembled in Inman Street near the Nottingham Castle Hotel, which is the branch's headquarters, and moved off at 2.30 p.m. headed by the band and guard from H.M.S. Blackcap (the R.N. Air Station, Stretton).

They gave the authentic atmosphere to the occasion. Behind them were borne the standards of the visiting Royal Naval Association branches

from Ashton, Manchester, Didsbury, Wythenshawe, Bury, Rochdale, and Heywood. There was also a White Ensign (Royal Marines' Association standard) from Manchester.

With the Denton branch leading, the Royal Naval Association branches followed. The sheathed standard of the Denton branch was carried by Mr. Arthur Bradley and the side bearers were Mr. Harold Chapman and Mr. Harold Wych.

An armed guard of Sea Cadets from Ashton was in the charge of Lieut. R. Nichols, R.N.V.R. Also represented in the parade were the Denton British Legion (also ladies' section) and the Christ Church, St. Hilda's, St. Lawrence's, and St. Anne's Scout troops with their standards.

H.M.S. Eaglet, R.N.V.R., was re-

presented by Lieut.-Cdr. R. G. Curry and Lieut. M. I. Wilks.

Cdr. P. K. Welsh, R.N., second-in-command of H.M.S. Blackcap, was welcomed at the Town Hall by the chairman of the Council (Councillor G. R. Harris), Mrs. Harris, Mr. E. Day (chairman of the Denton branch), and Mrs. Day, who accompanied him to the church.

Cdr. Welsh took the salute near the Town Hall accompanied by Councillor Harris and Mr. Day. Councillor Harris, incidentally, served in the Fleet Air Arm during the last war, and Mr. Day had 35 years' service in the Navy, his medals dating back to the Somaliland campaign of 1906.

The parade marshal was Mr. F. Robinshaw, and the busiest man of the day was Mr. K. R. Booth, the Denton branch secretary.

PORTSMOUTH

THE MOST important event since our last contribution was, of course, the annual Reunion. The final figures sent in of numbers attending the afternoon parade were 1,127, but when the parade stepped off, numbers were in the region of 1,300—surely our biggest muster yet. All members from Pompey have spoken of the wonderful setting during the finale at the evening show, and we think it was a sight never to be forgotten.

A bit late, I am afraid, but we must congratulate West Bromwich on the wonderful organisation for the dedication of their standard. Shipmates Pratt, Wallis and Pimlott of this Branch, who attended, each spoke at our last general meeting of a wonderful show.

We have had the pleasure of visits from Devizes and Winchester Branches at our headquarters. They came to Pompey on Saturday, October 20, firstly to see a good game of football(?), afterwards spending the evening at a show in our club.

On the morning of Sunday, November 11, the Portsmouth Branch held their annual Parade and Service of Remembrance at the Naval War memorial with a good muster of shipmates. The parade was inspected by the Commander-in-Chief Portsmouth, Sir George Creasy. He expressed his great pleasure at seeing our old Shipmate L. Richardson on parade as usual. This sprightly youngster of 92 is in attendance at all these parades whatever the state of the weather, and it is rarely he is ever absent from our fortnightly meetings.

Our latest branch-produced show, entitled "Eastern Fantasy," produced and written by Shipmates R. Brazier

and L. Dews, was presented to members for the first time on November 10, and has now been staged four times, each time to a packed house. So well was it received that the cast has been asked to repeat it until all members who have been unable to get in to see it have had that chance.

Plans are now complete for our Annual Dinner and Dance on December 7, and it promises to be a greater success than ever.

TWICKENHAM

GREETINGS, SHIPMATES everywhere. Another successful month has passed with everything looking on the "up and up," an increase of membership, and a wonderful homely feeling throughout the branch. Thank you, Dorking branch, for such a glorious evening at the Trafalgar Ball—it was a great success, and no doubt appreciated by the various organisations that benefit from your efforts.

We visited the Molesey branch last month, and as usual were received with the warmth and hospitality of our "chummy ship." Sorry you could not make it at our last social and dance, Molesey—hope to see you in the near future.

Unfortunately, we could not fix a meeting with the Greenwich branch last month owing to other commitments, but will be pleased to come alongside at a later date.

The annual Parade and Reunion was a great success and enjoyed by all members of this branch. I will not report further on this occasion, as a full account was issued in last month's edition, but only to congratulate Nottingham branch for winning the standard bearer competition. Our

standard was on parade twice for Remembrance Day, at St. Mary's Parish Church in the morning, and at the Borough Service at Radnor Gardens in the afternoon. On November 25 we have the honour of attending the presentation of Eisenhower plaque ceremony in company with the Navy, Army and Air Force, the United States Air Force, the American Legion, the British Ex-Servicemen's Associations and Junior Corps at Bushy Park, Teddington.

Our welfare officer has been rather busy lately, but am pleased to report that all shipmates are now recovering steadily. It is, however, sadly that I report the loss of one of our lady associate members, Mrs. "Mum" Blake, who passed away on Saturday, October 13. She was a grand worker for this branch and a stalwart member and was never happier than bringing sunshine and kindness to other people. Her final act of kindness and remembrance was to bequeath £50 to the Twickenham branch of the Association.

Last Saturday we held our monthly dance and social and were pleased to welcome members of the Dorking branch, Kingston branch, two members from the Star and Garter Home, and our area chairman, Shipmate Bates. A wonderful evening was had by one and all, with plenty of fun and games and choruses of old time songs.

There are a couple of things I would like you to keep in mind, shipmates. It is almost the end of the year, so please don't forget your subscriptions, and don't forget the Star and Garter box.

The branch annual general meeting is in January, and new officers are required—volunteers accepted; so let us have a good muster, shipmates, and bring your suggestions along with you. It is proposed to have a children's party in the New Year, date not yet fixed, so please support this effort generously—all donations gratefully accepted by the Social Secretary, "Knocker" White.

Plans are well in hand for the annual Dinner and Dance. Shipmates interested, please give your names and tickets required to the chairman.

And don't forget there is always a welcome at the "Crown" every Friday at 8 p.m., at Twickenham.

LEWES

THE EIGHTH annual Dinner of the Lewes branch was held on November 10, and a really fine function it was. The president of the branch, Capt. S. Le H. Lombard-Hobson, R.N., toasted the Royal Naval Association, and spoke of the Middle East crisis, a subject on which he was particularly well-informed having been attached to Admiral Lord Mountbatten at the Admiralty for the last two years. Admiral Sir Charles Little, who is No. 3 Area President, responded to the toast. Sir Charles said that the last year had been a "red letter" one for the National Association and also for No. 3 Area. The National Club had been opened in London and in Sussex they had had the memorable dedication of the Naval Chapel at Chichester.

Other toasts were to the guests, proposed by Mr. A. Bacon (chairman of Lewes Branch of the Association), and responded to by the Bishop of Lewes (the Rt. Rev. Geoffrey H. Warde), and "Our Town," proposed by Mr. F. H. Smith (branch hon. secretary).

The Mayor of Lewes (Alderman G. E. J. Hayward), responding to the latter toast, referred briefly to the Egypt crisis and expressed confidence in the men of the Navy.

Guests

Among guests at the dinner were the Mayoress of Lewes (Mrs. Hayward), Lady Little, Mrs. Lombard-Hobson, Mr. G. Cripps (Royal Sussex Regiment), Mr. R. Shipley (representing Brighton Sea Cadets), and the following representatives of Sussex branches of the R.N. Association: Mr. G. Harman (Worthing), Mr. E. Erey (Brighton), Mr. Benson-Dare (Eastbourne) and Mr. R. Brockwell (Hastings).

Bouquets were presented to the Mayoress, Lady Little and Mrs. Lombard-Hobson by members of the Brighton Sea Cadets, in uniform.

HORLEY

THIRTY-FOUR MEMBERS and friends attended the annual Parade and Reunion on Saturday, October 13, and voted it the best reunion ever. We have also held very successful dances on October 20, and November 17, and are holding another on December 15.

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THREE ADMIRALS AT CAPE TOWN



THE CAPE TOWN Branch of the Royal Naval Association recently gave a cocktail party to welcome the new President, Vice-Admiral Sir Geoffrey Robson, K.B.E., C.B., D.S.O.,* D.S.C. (Commander-in-Chief, South Atlantic and South America) and Lady Robson. Shown in the photograph are (l. to r.): Shipmate H. A. Udell, B.E.M., chairman of the branch; Rear-Admiral the

Hon. George Fraser, D.S.O., a vice-president; the Commander-in-Chief; Admiral Sir Herbert Packer, K.C.B., C.B.E., a vice-president and a former Commander-in-Chief, South Atlantic; and Shipmate Jack Peighton, vice-chairman. The Cape Town branch has just extended its membership to the W.R.N.S., and members of the Association of Wrens in Cape Town have formed a ladies' section of the R.N.A.

HASTINGS AND ST. LEONARDS

SINCE OUR never-to-be-forgotten dedication service in June, we have been fairly active and the branch is sailing on a steady course. At our last monthly meeting we welcomed our new Padre, the Rev. H. R. M. Harries, assistant curate of Holy Trinity Church (where our old standard is laid up), formerly a Sub-Lieutenant, Fleet Air Arm, and what a great help he has already been in visiting our sick shipmates. Together with our esteemed welfare worker, Mrs. Burgess, who is also an officer of the Red Cross organisation, we of this branch can rest assured that our sick and needy will lack nothing in the way of spiritual and material needs.

Shipmate S. V. Duck has presented the branch with a large framed coloured portrait of the late Admiral Lord Charles Beresford. This now hangs in a prominent position in the club room.

During the past few months we have welcomed several new members. One disappointment, however, was the transfer of our host to a more lucrative appointment, but several of our shipmates visited him recently and presented him with an illuminated address in recognition of his services to us. He will be sorely missed.

Among other activities was the appearance of our standard at the Middleton (Lancs) dedication, and at the Cenotaph and Festival Hall ceremonies. It has also appeared at several local functions recently.

ISLE OF WIGHT

OUR LAST monthly meeting was held on Friday, November 16, at our premises at High Street, Ryde.

About 45 shipmates and ladies were present. Shipmate Hermon, the hon. secretary of the Bembridge branch, was cordially welcomed.

An invitation to a dinner and dance was received from the Portsmouth branch and was accepted by one of our branch members who now resides in Portsmouth.

Ryde Carnival Association forwarded us a welcome donation towards our funds in recognition of services rendered at the sports ground gates by some of our members.

Our Annual Dinner is to be held at the Castle Hotel at Ryde on January 5. It is to be a united event, all three of the Isle of Wight branches participating.

There was a fly in the ointment, when our chairman announced with regret that we had received a communication from the rating authorities informing us of an increased assessment of our rates for our club room. We trust we will obtain some satisfaction when we appeal.

LEAMINGTON SPA

MAY I be granted the courtesy of your columns to report on a special occasion in this branch which affected me personally.

At a recent social evening my shipmates did me the great honour of making me a presentation of a suit-

NAVY NEWS

Harassed Secretary

Our president, Captain the Earl of Antrim, V.R.D., telephoned that afternoon to inform the chairman that he was indisposed with a chill, and tendered apologies for being unable to attend.

Imagine the harassed hon. secretary's feelings on being given this news half an hour before we sat down. Two other shipmates also on the "speech" list had written on the Tuesday to express their regrets, as they had to cross to London by plane on unexpected business on Friday morning. Having chased around to find substitutes for these two, he felt "washed up" at this latest blow.

We are indeed indebted to Lieut.-Cdr. Benians, Lieut.-Cdr. Finn, and to our hon. treasurer, R. Pollock, for rallying to our aid, and contributing so greatly to the success of the evening by their entertaining speeches.

Speeches

After the loyal toast, a message from Her Majesty The Queen was read; and received with acclamation. "The Royal Naval Association" was proposed by Lieut.-Cdr. Benians; and in response Shipmate P. N. Anderson, B.A., held our attention with a racy account of the workings of our National Council. If the Irish Area representative's anecdotes are any criterion, the atmosphere in which our National Council meets is a happy one, and sets a standard for all branches to emulate.

Lieut.-Cdr. Finn, a shipmate in the Londonderry Branch, proposed "The Belfast Branch" in another topical speech, interspersed with "Jack Duety" yarns, so that by the time Shipmate Pollock had replied with a few of his yarns, there was no doubt that the evening was going well; and our genial hon. secretary's smile had returned.

The toast of "Our Guests," proposed by the chairman, brought to light the fact that our guest of honour had been his last destroyer captain during the war. Capt. Powlett expressed his great pleasure at being able to spend such a grand evening in such fine company. He retailed stories of his last sea appointment, illustrating that the Navy of today is as efficient as ever and adapting itself to changing conditions in the traditional manner. Sir William Neill's thanks were enlivened by a few stories of his own; and a few words from one of our most welcome guests, Shipmate Knight, of Dublin, found us still holding our sides.

In replying to an impromptu toast of "Our Chairman," Shipmate Maxwell expressed his thanks to the vice-chairman, hon. secretary, hon. treasurer and members of the committee for their work behind the scenes to produce such an enjoyable evening.

The gifts which I have received are, therefore, actually a mark of appreciation to the branch main committee, and are a sign that our branch has confidence in them all, and that our neighbours like the way we do things. One last word as a branch secretary—we are mostly tarred with the same brush and actually love the work we do for our Association. It is our principal hobby and, therefore, no one need thank us for doing it—it's a pleasure! In the background most of us have wives and families, and it is these, really, to whom we should all be thankful, because if they were not "all for it" we just couldn't do the job.

In conclusion, shipmates, I send you all my best wishes and hope that every branch will attain (if it doesn't already possess) the spirit of comradeship and loyalty which is so prevalent in Leamington Spar and Warwick branches, and throughout No. 8 Area.

BELFAST

THE SENIOR Naval Officer, Northern Ireland, Capt. P. F. Powlett, D.S.O.,* D.S.C., Royal Navy, was the guest of honour at our second annual dinner, held September 21. A former Lord Mayor, Sir William Neill, deputised for Hon. Shipmate Alderman R. J. K. Harcourt, the present Lord Mayor; and other guests included Mr. F. Hampton, Belfast Harbour Commissioners; shipmates from Ards, Bangor, Dublin, Londonderry and Portadown branches; and representatives of the British Legion, and Regimental Associations in the city. We were delighted that the Staff Officer H.M.S. Caroline, Lieut.-Cdr. J. H. A. Benians, D.S.C., Royal Navy, and Lieut.-Cdr. F. E. Finn, S.N.O.'s secretary, were also able to be with us.

Future social events already planned include a Christmas "Get-together" on December 22, a Children's Party and an Annual Dinner.

NUNEATON

THE STANDARD of the Nuneaton branch of the Royal Naval Association was dedicated at a special service held in St. Nicholas Church, Royal Naval Air Station, Bramcote, on Sunday afternoon, October 28.

The service was conducted by the Rev. J. Richardson, assisted by the Rev. F. R. Street, both of the Royal Naval Air Station, Bramcote. Mr. G. Woodman, president of the Birmingham central branch of the Royal Naval Association and a member of the National Council, read the lesson.

The Salute

Royal Naval Association branches in the area were represented, and included Coventry, Kenilworth, Leamington, Warwick, Hinckley, Leicester, Birmingham, Bloxwich and Lichfield. A collection was taken in aid of the station church organ fund.

Owing to the unavoidable absence of the Commanding Officer, Capt. F. R. Twiss, D.S.C., R.N., the salute at the march past, which followed the service was taken by Cdr. D. E. Barton, M.V.O., D.S.C., R.N.

The parade, with the standards, moved on to the parade ground and passed the saluting base to the strains of "The Boys of the Old Brigade" played by the Royal Marines Band.

In his short address before the parade was dismissed, Cdr. Barton said how pleased he was to see the company on the station for this event. It was particularly beneficial to the young ratings at Bramcote who were just beginning their career in the Service. Such a parade would show them that there would still be a company of friends waiting to receive them, and to look after their interests, when their Naval career ended.

After the dismissal, the parade, together with their families and friends, adjourned to the main dining hall for tea as guests of the branch.



Dedication of Nuneaton Branch Standard

HALLING

ALTHOUGH THIS branch has not figured in NAVY NEWS recently, it has still been very active. Visits have been paid to Brighton, Folkestone, Margate and Ashford, and to these branches we tender our heartfelt thanks.

Owing to shift work, it has rarely been possible to muster sufficient numbers of shipmates to attend dedication services.

The summer over, we have our meetings every second and fourth Friday of the month, when it is hoped we shall have the pleasure of welcoming shipmates who are visiting this area.



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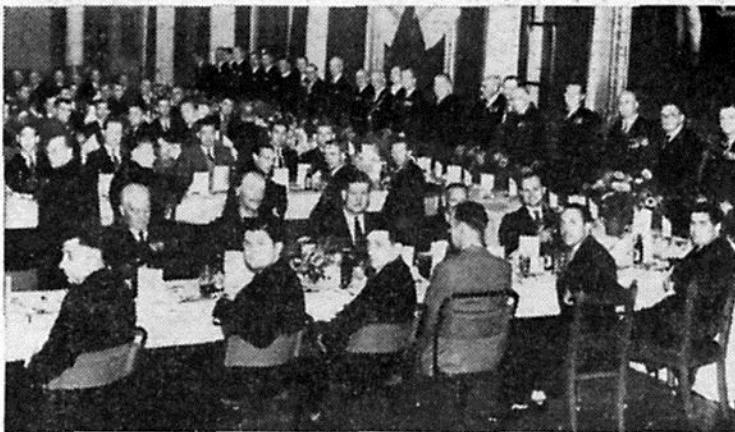
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111 COMMERCIAL ROAD PORTSMOUTH • 5 LONDON ROAD NORTH END PORTSMOUTH
20 ABOVE BAR SOUTHAMPTON

WORCESTER



AT THE annual Trafalgar Day Dinner of the Worcester branch, the patron, Admiral Sir William Tennant, the Lord-Lieutenant of Worcestershire, proposed the toast, "The immortal memory of Lord Nelson." "The Royal Navy and the R.N.A." was proposed by Brigadier C. P. G. Wills, O.B.E., D.L., who referred to himself as "the only man in the world who was congratulated any time one of the ships of the fleet he commanded was sunk." He was referring

to 1944 when he helped to build a fleet of dummy vessels which were launched at Dover, Folkestone and Harwich. There was he said, a public confidence in the Navy. "Parents will never dress their children in khaki or Air Force blue, but you and I wore sailor suits."

One hundred and four members and their guests attended the dinner, and witnessed the presentation of a silver cigarette box to Mr. W. H. Hunter, a past secretary of the branch.

I would like to say now that our ladies' section have been a great help in all our activities, and have given us every assistance to make our branch a success. Thank you all.

Our sick list for the year has fortunately been small.

The branch has suffered losses in the year by the passing of three of our shipmates.

We now look forward to the New Year with renewed vigour, and are endeavouring to reach our goal of a 100 membership.

The big event we are all looking forward to is our annual Dinner Dance—if it is as successful as our last one, we shall have a good night.

The branch held another very successful dance on November 24, and we are looking forward to Ladies' Night, when our ladies hold their annual dance at headquarters.

Well, shipmates, I will keep this short as no doubt many other branches will be sending in articles.

SIDCUP

WE HELD our fourth Annual Dinner at the Station Hotel, Sidcup on November 10, and were well supported by our "chumby ship" the Welling branch. Over 80 sat down to a fine meal, tastefully arranged by our host, Desmond Leppard, who is an associate member of our branch. Over the years, he has been of great assistance to us, and we must thank him and his staff for helping us to enjoy a really wonderful evening.

The next event will be our children's Party, on January 12, followed by a social evening at the Station Hotel. If any shipmate is in the offing and at a loose end, he can be assured of a warm welcome if he cares to drop in.

Our darts team, led by Shipmate Fincham, is in fine form, and have great hopes of winning the League Cup.

EASTLEIGH

MEMBERS OF the Eastleigh branch of the Royal Naval Association commemorated Trafalgar Day with two well-attended gatherings: a service of commemoration at St. Francis of Assisi Hall-Church, and the third annual Trafalgar Day dinner at the Town Hall.

There was a packed congregation for the service, which was the first of its nature ever held in the borough.

Solemn Evensong was conducted by the priest-in-charge, the Rev. R. Hamilton, who is chaplain to the R.N.A. branch, and those present included the Mayor and Mayoress (Coun. and Mrs. P. E. Stoodley), the Town Clerk (Mr. R. J. Roddis), Vice-Admiral E. J. Hardman Jones, C.B., C.B.E. (President of the branch), Capt. Sir John M. Alleyne, Bart. (Vice-President) and Lady Alleyne, and Capt. J. M. Howson (Vice-President).

Also present were the chairmen and members of the Eastleigh and Bishopstoke British Legion, men's and women's sections, and the Eastleigh branch of the Royal Air Forces' Association.

After the service the members of other ex-Service organisations were entertained by the R.N.A. to tea and biscuits.

Trafalgar Dinner

Principal guests at the Trafalgar Day dinner were Capt. J. E. Jowitt, D.S.C. (Commanding Officer of H.M.S. Diligence, Hythe) and the Mayor and

Mayoress (Coun. and Mrs. P. E. Stoodley).

After grace had been said by the Rev. R. Hamilton, the members stood in silence in memory of Mr. John Long, founder-chairman of the Eastleigh branch of the R.N.A., who had passed away.

The President (Vice-Admiral E. J. Hardman Jones) proposed the loyal toast, and a toast to "The Royal Naval Association and the Eastleigh branch" was proposed by Capt. Jowitt, who congratulated the branch on its activities and wished it every success in the future.

Mr. Davies recalled the words of a past president, Admiral of the Fleet Lord Tovey: "We should dedicate ourselves to achieve the ideals for which we have fought and our friends have died."

Others present included Capt. Sir John M. Alleyne, Bart. (Vice-President), Ald. H. G. Goodsell (Vice-President) and Coun. Mrs. M. L. Goodsell, Mrs. Hamilton and Mrs. Davies.

CHELTENHAM

THE SEVENTH Annual Dinner was held on November 9. Those present included the president, Capt. C. E. A. Allen, R.N. (Retd.), vice-presidents Eng-Capt. A. Masterman, R.N. (Retd.), Capt. I. Grant, R.N. (Retd.), the Rev. R. E. Royce, R.N. Shipmates M. Smith and A. Folea. The visitors included Lieut.-Colonel W. I. Morris, M.C. A telegram of loyal greetings was sent to Her Majesty The Queen, and a reply was received by the president during the evening. In all, 80 members, their

All our contributors this month sent Christmas Greetings to all other Branches. By deleting these good wishes from the articles we have been able to include nearly all the contributions received and, accordingly, on behalf of all Branches we send to Shipmates everywhere the very best of good wishes for Christmas and the New Year.

wives and friends sat down to an excellent meal, to be followed by a first-class entertainment.

The next main social event is the Children's Christmas Party, which is sure to have the success it deserves.

DONCASTER

OUR BI-MONTHLY meetings (business 1st Thursday and social 3rd Thursday), have now reached the encouraging average of between 35 and 40 and lively discussions are the order of the day, with welfare being the most pressing subject.

Durham's loss has been Doncaster's gain in the person of Shipmate Peter Clarke. Since his transfer to Wakefield, he has been an ever-present, and we are honoured to have the Area secretary taking such an interest in our affairs.

It is my pleasure to announce the date of our standard dedication, which has been fixed (D.V.) for Sunday, March 31. Will Midland and Northern branches please note.

It is with deep regret that we announce the death of Shipmate Mulligan, at the age of 32. Our hearts go out to Mrs. Mulligan and the three children.

We have just received an invitation from the Scunthorpe branch, to attend their annual Birthday Party, and the event is eagerly anticipated.

The Doncaster representatives to the Annual Reunion wish to convey their respects and thanks to the Cardiff, Hull and Bury contingents for a most convivial week-end.

HOUNSLAW

THE BRANCH was represented at the British Legion Parade on November 11 and our chairman laid our tribute to our fallen comrades on behalf of the branch. We had the pleasure of attending a social given by the London branch of the W.R.N.S. Association and had a most enjoyable evening.

The dance on November 20 was quite a good show; although we made a profit, it was not quite what we hoped for. However, here's to the next time.

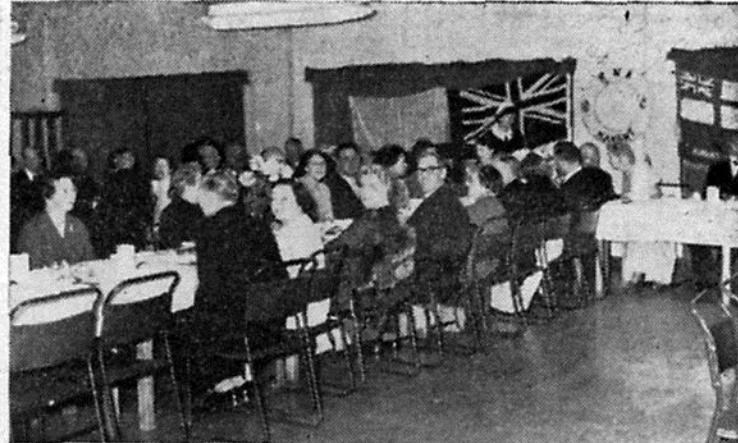
Glad to say we are still signing on new members and some of our "lapsed" members are returning.

Arrangements are in hand regarding the Christmas Party to be held in our branch early in January.

MELTON MOWBRAY

IT IS gratifying to report that our Trafalgar Day Service and Parade was a success. Thanks are due to all who helped, especially our Area presi-

HAVANT



(Photo: C. N. Urry, Emsworth)

ON NOVEMBER 3 transport started from Havant branch meeting place to take shipmates and guests to their Annual Dinner at H.M. Underwater Craft and Weapons Establishment.

The Royal Naval Association No. 3 Area hon. secretary and a guest from the Portsmouth branch were present, whilst other guests included the Havant Territorial Army Unit, the British Legion and Mrs. A. M. Dodsworth, M.H.C.I., who was representing the chairman of the local Urban District Council.

The Royal toast was proposed by the branch president, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O.

Before proposing the toast to the Association, the No. 3 Area secretary mentioned how encouraging it was to find that many more active Service men were joining the Association. He also referred to the very welcome recent amalgamation of the Royal Naval Association with the Royal Marine Association.

chief guests of honour were Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C., and Lady Boyd.

The president, Capt. G. H. Beale, D.S.O., O.B.E., when introducing the guests, spoke of the long journey the admiral and his wife had made to be at this first dinner.

The admiral set everyone at ease by his good humour, while mentioning in his reply how great a store he set on ex-R.N. Associations.

Also present were Vice-President Shipmate J. Dore, D.S.M., B.E.M., and Shipmate J. McIlwraith and about 50 guests.

The chairman paid tribute to the excellent organisation of the secretary, Shipmate Otter, and the social secretary, Shipmate Grayson, and it was voted a great success by all who attended.

ROYAL LEAMINGTON SPA

THE MONTHLY branch meeting was held at the Golden Lion, Regent Street, on Friday, November 2, with the Chairman, Shipmate George Young, in the chair. There was a good attendance.

During the evening the Welfare Representative, Shipmate A. E. Frost, spoke about two shipmates who are in ill-health. Arrangements have been made to visit them regularly and it is hoped they will soon be fit again.

The main topic at the moment is the launching of the Stratford-on-Avon Branch on Saturday, November 24. Shipmates everywhere will wish them a happy commission.

Social events in the near future include the Children's Christmas Party. The details will be discussed at the next monthly meeting.

ROSYTH & WEST FIFE

WE HELD our third annual dinner on October 19, and about 60 guests were present, including the Provost of Dunfermline, Provost Allan, Rear Admiral P. A. Kelly, Capt. P. H. Buckley, R.N., and Capt. J. E. Best, R.N. Speeches were given by the President of the Association, Cdr. Wymess, and the Chairman of the branch, Shipmate Hawser, as well as by the Provost and Rear Admiral Kelly.

We would like to record the staunch support and comradeship of the branch as shown in the financial assistance given by the assembled members on our meeting of October 8.

The branch was represented at the Dunfermline Memorial Service at the Cenotaph on Sunday, November 11, at which there was a good parade in fine weather. The branch's wreath was laid by Shipmate B. C. Billness and the Ex-Service Associations joined in the march past at which the Provost, John Allan, took the salute at the Abbey entrance.

NAVY NEWS

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SPORTS PAGE

HOME AIR COMMAND

ASSOCIATION FOOTBALL

Navy Cup (Divisional Final)

THE AIR Command Divisional Final between H.M.S. Daedalus and R.N.A.S. Ford was played at Privett Park, Gosport, on Wednesday, October 31. In all respects this was indeed a battle of the giants with the honours going to H.M.S. Daedalus, who, after two hours' play, eventually won 6-4.

The game started slowly although, clearly, Ford were the masters at the beginning—pressing hard with the wind in their favour—but their efforts were spoiled by poor finishing in front of the Daedalus goal. After a series of thrills A.A.2 Cole, the Daedalus centre-half, unfortunately handled the ball in the penalty area and a brilliant goal was scored by E. M. Irvine, the Ford inside-right. Straight from the kick-off Ford again pressed hard and just before half-time L.S.A. Bridgewater, the Daedalus right-back, deflected a hard drive from Irvine into his own net, thus the score at half-time was 2-0 in Ford's favour.

As the ball swung into play in the second half it was evident that the Daedalus team had received a pep talk and soon we were to see the game fairly explode into all that one hopes for in a cup tie. L.R.E.M. Boyes, a newcomer to the Daedalus team, playing at centre-forward, swooped on a through pass to score a grand goal; minutes later P.O. Barnes also scored to bring the honours even. The game progressed at a cracking pace with both sides scoring in turn to bring the score to 4-4 at full time.

Extra time saw the number of thrills increase and produced an all-out effort from Daedalus team who, as the minutes sped by, sealed the match with two further goals. All in all, it was a grand final to watch and a fitting reward for the great effort Daedalus team put into it after being two goals down in the first half. Hard luck, Ford! Well done, Daedalus!—we hope to see you win the final of the Navy Cup Competition proper.

Air Command Cup

The Home Air Command's own Association Football knock-out competition is fast reaching its climax. Ariel confounded all the soccer pundits by defeating R.N.B. Lee and Ford in the earlier rounds, only to be humbled by Culdrose, who beat them 6-2 in the Southern semi-final match. As we go to press, the other semi-final, between Anthorn and Stretton, remains to be settled and then, on to the final match, which is to be played in mid-December on a neutral ground, yet to be decided.

RUGBY

The Home Air Command XV are still in the process of being sorted out and, after two matches, have yet to win a game. The team lost to the Royal Marines at Eastney by 29 points to 6 points and, last month, were beaten by Britannia R.N.C. by

H.M.S. EXCELLENT

ONE OF Whale Island's numerous sporting occasions is the marathon. This is a bi-annual event, run on an inter-block basis and the course for it is approximately four miles, i.e., two and a half times round the island. It was held on Thursday, September 27, and the Inter-block Trophy went to the junior seamen's team. It is of interest that the first home, for the individual prizes, was A.B. Jackson, who carried off the first veteran's prize also.

The famous cap-ribbon shown in most of Player's cigarette advertisements must have intrigued many people at times, because unlike many names used in similar devices, it is neither mythical nor synthetic. The link with H.M.S. Excellent was in name only, until recently. Now it has been established on a firmer and more personal basis.

Enjoyable Visit

A football team and party of supporters from Whale Island travelled from Whale Island to Nottingham on Saturday, November 3, at the invitation of the firm of John Player and

11 points to 6 points. However, many attractive fixtures lay ahead in which the selectors hope to see a reversal of our fortunes.

Air Command Knock-Out Competition (Bambara Trophy)

Stretton and Anthorn are due to meet in the Northern semi-final after which the winners play Ford who, in beating Yeovilton by 16-0 in the Southern semi-final, have now accumulated an imposing 92 points for, with nil against, to reach the final.

HOCKEY

H.A.C. Area Festivals Knock-Out Competition

The Home Air Command had an exciting series of Area hockey festivals this year, after which the winning teams assembled for the semi-final and final matches at R.N.B., Lee-on-Solent. The final, played on Saturday, November 10, between the Northern and South-western finalists, was an especially enjoyable game. Anthorn quickly opened up the Culdrose defence with long, accurate passes, which tactics brought them two goals by half-time. Upon changing ends, Culdrose switched their wing forwards and, pressing hard, in spite of dour Anthorn defence, were soon on top. Final score: Anthorn 2, Culdrose 3.

On completion of the competition games, trial matches were held for the purpose of selecting the Command team to play in a series of fixtures comprising the H.A.C. Hockey Week. This occurs too late to be reported here and will be included in next month's issue.

SAILING

The St. George's Cup for 1956 has been awarded to the See Hexe (the Home Air Command Sailing Association's 50 sq. metre yacht). This cup is awarded annually to the Windfall yacht with the best performance in the Royal Ocean Racing Club's Channel Race. It will be recalled that this race was sailed during the great gale that swept the South Coast during July 28/29. See Hexe, skippered by Lieut.-Cdr. R. B. L. Foster, Senior Engineer of R.N. Air Station, Lossiemouth, was one of only five yachts to finish and was placed first in Class II.

The 100 sq. metre ex-German yacht Wal has been transferred from H.M.S. Collingwood to the Home Air Command. It is intended that she should be laid up for the winter on the Clyde and refitted by the Scottish Naval air stations. She left the Solent on October 26 under the command of Lieut.-Cdr. Serattar of Ford and made a very fast passage to Falmouth. From here two attempts were made to pass her around Land's End, each being frustrated by steadily northerly winds. However, she reached Milford Haven on November 18.

R.N.A.S. EGLINTON

AS IS usual, the Christmas term has seen the end of the cricket season and the crowning of "King Football." The last cricket match of the season, against R.A.F. Castle Archdale, was won by a comfortable margin of five wickets after a race against the light.

Having easily beaten the R.A.F. the Army came to Eglinton to decide who should "wear the crown," or as far as Inter-Service cricket in Northern Ireland was concerned. Although the Army were reported to be used to "dryish" wickets, the optimism engendered in the Navy side at the match being played on the somewhat soggy home pitch at Eglinton, proved to be ill-founded. The Navy made a useful 97 but the Army, after a somewhat shaky start in losing three wickets for 30 runs, pulled themselves together and easily passed the Navy's total with some five wickets in hand. A very good side and, indeed, worthy winners.

Readers of the Home Air Command Sports Bulletins may have been pleasantly surprised to see that Eglinton's Inter-Part athletic teams—the Station Flight—came seventh out of 47 entries in the Inter-Station Inter-Part Competition. The leading lights, under the fatherly eye of A.A.3 Humphries, then turned their attentions to cross-country training.

Soccer

After several trials, the Station soccer teams took the field, though in this area "took the water" might have been a more apt expression! After an easy win over Sea Eagle, the first eleven faced Clooney Rovers in their first league match and went down by two goals to nil. Nevertheless, this term has not been without its brighter moments and after a shaky start the soccer team has improved and just recently has registered its third consecutive win in the Civilian League. The team will miss their captain, P.O. Parkinson, who, at the time of writing, has just departed from the station with 815 Squadron. We thus say farewell to a good captain and an exemplary player; we wish him good luck and happy soccer wherever he goes.

The Inter-Part Soccer League has perhaps been as interesting as we could possibly hope, with the Wardroom breathing down the necks of 737 Squadron (what a death!) and 820 Squadron and the Electrical section battling it out for third place! To complicate matters still further, 815 Squadron leaped temporarily into the lead by reason of having played off all their matches in readiness for leaving. Now, if the Wardroom beat 745 Squadron and the Supply and Secretariat beat 737 Squadron (someone said "If pigs could fly" to that one), and if . . . oh! well, it will all sort itself out in the next two weeks!

Hockey

The Inter-Part Hockey Knock-out Competition was proceeding at a leisurely gait when 815's imminent departure speeded things up a little. As we went to press the Wardroom had passed into the final after a most exciting win over 820 Squadron and 745 and 719 Squadrons were playing off to decide who met 815 Squadron in the semi-final!

Three Station players went across to the Home Air Command Hockey Trials, viz., Lieut.-Cdr. Hawkesworth, C.P.O. Larkin and C.P.O. Bracegirdle. We are optimistic enough to think we shall be represented in at least one Home Air Command match this season.

The Station hockey team in the Civilian Knock-out Competition drew with Raphoe, neither side managing to score. The replay is arranged at Raphoe, so let us hope we can do a little better than the opposition did in our "own backyard." It seems a great time for departures just now, and the Hockey Club are losing their secretary, Sub-Lieut. Readings, of 815 Squadron. We wish him the best of luck.

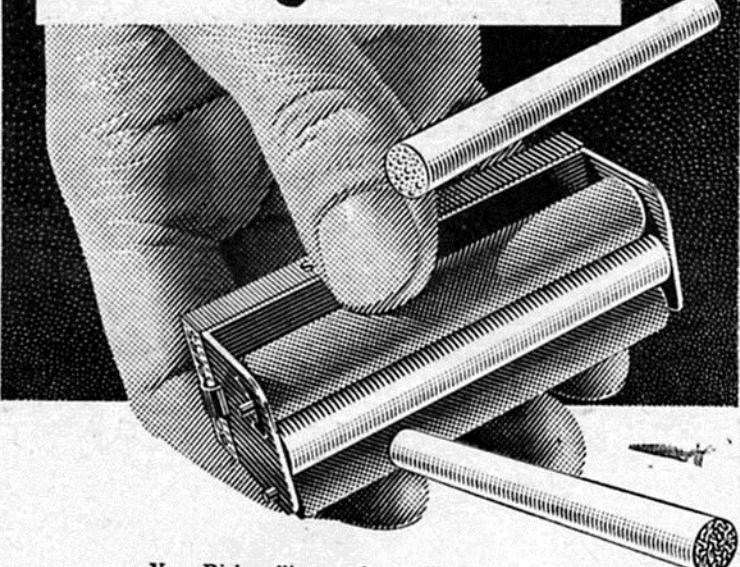
Rugby

In rugby football the Station seconds seem to be having a better run than the firsts, although both teams are giving as good as they get, and neither team has been given the "run around" as yet. It is with genuine regret that we record the departure of Lieut.-Cdr. Mares, the secretary. Suffice it to say that he has been "Mr. Rugby" at Eglinton for more than two seasons and the club will miss his driving influence. "The king is dead"—long live Mr. Saunders, who now takes over the reign, both on and off the pitch.

(Continued at foot of next column)

NAVY NEWS

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SUEZ CANAL

By George R. Deakins

HISTORICAL ACCOUNTS of the early attempts to connect the Mediterranean with the Red Sea by a navigable canal are conflicting, but it may be taken that for 50 years in the sixth century B.C., and again from A.D. 642 to 776, there was a navigable canal connecting one or other of the arms of the Nile to the Red Sea through the lakes which make up part of the present canal.

Its constructor, de Lesseps, began cutting in 1859 and 10 years later it was opened to traffic at a total cost of £17 million.

The following table shows the growth of traffic through the canal. In almost every year since it was opened more than half the tonnage has been British.

Year	Net Tonnage
1870	426,000
1880	4,345,000
1890	6,890,000
1900	9,739,000
1910	16,585,000
1920	17,575,000
1930	31,669,000
1937	36,791,000
1940	32,713,000
1945	25,065,000
1946	32,732,000

SNOOKER LEAGUE

IN ORDER to foster more social contacts between the senior ratings' and N.C.O.s' messes of all services in the Command, a snooker league was recently launched.

Messrs. H. & G. Simonds, Ltd., of Reading, have very kindly offered to present a trophy for annual award to the League winners, and a Portsmouth licensee, Mr. S. Smith, of "The Old House at Home," Locksway Road, Milton, Southsea, has kindly donated a trophy for annual award to the individual recording the highest break over thirty.

Any messes who have not entered this competition and would like to consider doing so next year, can obtain further particulars from either of the following:

Chairman: C.P.O. Writer A. E. Cuddo, N., Movements Section, Barracks Control Centre, Royal Naval Barracks, Portsmouth. Tel. No.: Dockyard 2830.

Hon. Secretary: C.P.O. Writer W. T. H. Joyce, Command Supply Office, Semaphore Tower, H.M. Dockyard, Portsmouth. Tel. Nos.: Dockyard 2697 or 2669.

BOXING

THE ANNUAL match against the Southern Counties took place at Hove on November 16 and resulted in a win for the Southern Counties by seven matches to four.

Fly: A.B. Evans (Ply.) lost to D. Anscombe, R.S.B., first round.

Bantam: A.B. Darrocks (Po.) lost to R. Lendrum, R.S.B., first round.

Light: N.A. Poole (Air) beat R. Duff on points.

Light-welter: Cpl. Rae (R.M. Deal) beat V. Speake on points.

Welter: A.B. Rawlings (Po.) lost to D. Penfield, R.S.B., third round; L/Sea. O'Dell (Ply.) lost to K. Fuller, R.S.B., first round.

Light-middle: R.E.M. Jarvis (Air) lost to F. White on points; A.B. Cassidy (Ply.) lost to B. Baker, R.S.B., third round.

Middle: A.B. Hollins (Ply.) lost to J. Dumper on points.

Light-heavy: N.A. Dryden (Air) beat A. Stavens on points.

Heavy: L/Sea. James (Ply.) beat R. Harris on points.

QUICKEST RETURN FOR SMALL OUTLAY—

"NAVY NEWS" SMALL ADS

Classified Advertisements

ACCOMMODATION

"RED ROOFS," Wilson Grove, Southsea, comfortable board residence. Parking space. A.A. and R.A.C. Phone 33738. (Open all year.)

COMFORTABLE ACCOMMODATION with h. & c. water, gas fires, Vi-Spring; meals as required; reasonable charges.—The Stanway Guest House, 29a Clarence Parade, Southsea.

TO LET, modern self-contained furnished flat; all conveniences. Regret unsuitable for children.—7 Hamilton Road, Southsea.

TO LET, furnished flat, from December 31. Sunny lounge, bedroom, bathroom, own gas meter; £2 2s. per week.—C. S. Williams, 25 Langstone Road, Milton, Portsmouth.

FULLY FURNISHED FLATLETS, own kitchens. Vacant any period until May 2 gns. weekly. No children.—38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

TO LET, approximately six months, furnished flat, self-contained, 2 double bedrooms, lounge, dining-room, bathroom, separate toilet, kitchen.—Phone Portsmouth 326181.

ACCOMMODATION

SOUTHSEA, Hereford Hotel, Kent Road, A.A. and R.A.C. Phone 5064. Bed/breakfast or board residence.

TO LET, two furnished rooms, full use of kitchen. Baby welcome.—Mrs. Garnett, 55 Goodwood Road, Southsea.

FURNISHED FLAT to let, 47s. 6d. weekly, including electric light, own gas meter, comprising double bedroom, kitchen, dining/lounge, use of bathroom (upstairs flat). Sorry, no children or cycles. No linen, some cutlery. View by appointment.—Mrs. Waltham, 44 Grayshott Road, Southsea.

HOUSES FOR SALE

DO you desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future: 90 per cent. to 100 per cent. loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

FAREHAM.—Post-war house for sale, freehold, semi-detached, 3 bedrooms, 2 reception rooms, bathroom, kitchen, Tayco boiler, garden; temporary garage; £1,625 (offers).—Bray, The Hayes Cottage, Inchbrook, Woodchester, near Stroud, Glos.

SITUATIONS VACANT

EX-ARTIFICERS and **MECHANICIANS** required to take charge of a gang of men on outside work; ability to take charge and read a drawing are the main essentials; starting salary about £700 p.a. All out-of-pocket expenses when away from home are paid by the company. Excellent prospects for an exceptional man.—Please write to Lodge-Cottrell Ltd., Birmingham 3.

OPPORTUNITY FOR TECHNICIANS.—Service Engineers are required for work in connection with installing, testing and tuning Naval Fire Control Systems and G.W. equipment. These posts are based in Gloucestershire and at Feltham (Middlesex), and entail visits to H.M. ships and dockyards in the United Kingdom. Applicants should have a good knowledge of electronic theory, preferably to O.N.C. standard, and practical electronic, electro-mechanical, radar or G.W. experience, together with good personality and a liking for independent field work. Ex-Forces personnel would be very suitable, though other applicants considered.—Applications should be addressed to the Personnel Manager, Sperry Gyroscope Co. Ltd., Great West Road, Brentford, Middlesex.

SITUATIONS VACANT

THE METAL BOX COMPANY LIMITED require Field Service Engineers experienced in the erection of light steel structures, chain conveyors, hot air dryers, temperature controls and testing equipment. Applicants should be prepared to work away from home in the company's factories in various parts of the United Kingdom, and a short training course will be given on the erection and running of this particular type of plant. A good basic engineer's training is essential. Superannuation scheme.—Apply in writing to The Personnel Officer, The Metal Box Company Limited, Technical Engineering Division, Chandos Road, London, N.W.10.

DRIVER, ex-R.N. or R.A.F., wanted for driving, car maintenance and miscellaneous duties; permanent job, Central Westminster, for conscientious man; living accommodation might be provided for suitable applicant.—Box No. 33 "Navy News".

THE NATIONAL BOILER AND GENERAL INSURANCE CO. LTD., St. Mary's Parsonage, Manchester 3, require engineers for appointment as Inspecting Engineers of (a) boilers and engines, (b) lifts and cranes, and (c) electrical plant. First-class M.O.T. Certificate of Competency and/or Higher National Certificate (Mechanical or Electrical or equivalent); full apprenticeship and practical experience necessary.—Apply in own handwriting giving age (limits 26 to 33), training and experience, academic qualifications and copies of testimonials; salary £675-£1,000 (progressive). Non-contributory pension scheme.

WANTED

U-BOAT Souvenirs wanted for purchase by museum; also submarine periscope.—Box No. 45 "Navy News".

VICKERS-ARMSTRONGS (Engineers) LTD., CRAYFORD, KENT HAVE VACANCIES FOR ELECTRONIC ENGINEERS

with some industrial experience, preferably in low power Servo systems and/or associated test equipment and appropriate degree or Higher National Certificate.

ELECTRONIC TECHNICIANS

with service experience of Radio, Radar and Electronic Equipment, especially Pulse circuitry. Theoretical training to O.N.C. or equivalent standard. Selected candidates will be given training in Testing and Adjusting Electronic Computers.

Applications should be made in writing to: MANAGER, ENGINEERING DEPT. AND LABOUR

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for any errors or omissions.

MISCELLANEOUS

BOOK EARLY, Norman Conquest, London Magic (Gold Star), the children's favourite Magic Ventriquism, Punch & Judy, Oriel Dene, Catherington Lane, Horndean, Phone Horndean 2282.

SUBMARINE SOUVENIRS wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-boats wanted.—Summers, Red Lion, Henley-on-Thames.

TAXIS, Ajax Phone 4304, 71240, 24-hour service.—10 Hyde Park Road (close Guildhall).

PORPSMOUTH lady willing to buy sit: terms moderate.—Ring 89039 or write Miss V. Gower, 51, Derby Road, North End, Portsmouth.

DANCING CLASSES, Private Tuition in all branches of Modern Ballroom Dancing at reduced rates for Service personnel.—Royston Academy, 50 Derby Road, Portsmouth, Tel: 5698.

SALE OF SHIPS' BELLS

AS A personal souvenir of service at sea or memento of some notable ship of the Royal Navy a ship's bell has always been a high favourite.

Once again surplus ships' bells are offered for sale by the Admiralty. On this occasion the number for disposal is 300, making a total of over 1,300 bells to "come on the market" in the last few years.

Though some are cracked or without clappers, the majority are serviceable and nearly all are inscribed with ship's name and date.

Some of the bells are from ships no longer in service; the repair and conversion programme has caused others to become redundant.

The 300 bells are taken from every type of ship from aircraft carrier to tug, as well as a few from shore establishments. There is a wide range in size from a 16 in. high, 157 lb. bell from H.M.S. Implacable to the 5½ in. 6 lb. bell of the minesweeper Bickington. Prices vary between £10 and £2.

The names of many ships well known for wartime exploits are represented. Included are H.M.S. Indomitable and the three bells of the Campania. Memories of the Yangtse in 1949 are recalled by the bell engraved "H.M.S. Black Swan 1939," the frigate that was associated with the Amethyst in that incident.

Applications by persons wishing to acquire them should be addressed to the Director of Stores, Admiralty, London, S.W.1, before December 31, 1956. Cheques should not be enclosed with letters of application or inquiry. Preference will be given to applicants having special claims for consideration.

CROSSWORD NO. 26 SOLUTION NOVEMBER, 1956

ACROSS—1. At cross purpose, 8. Lugger, 10. Random, 12. Spate, 15. Niobe, 17. Gruel, 18. Unquiet, 19. Creoles, 20. Tasting, 21. Lump sum, 22. Range, 23. Drown, 24. Aside, 27. Answer, 29. Rise up, 31. Not too expensive. **DOWN**—1. Allan Quatermain, 2. Rue, 3. Sirs, 4. Pisa, 5. Rare, 6. Own, 7. Simple Simon's Pic., 9. George Sands, 11. Double score, 13. Pentagons, 14. Truck load, 16. Eremit, 17. Gleamed, 24. Argo, 25. Ibex, 26. Erne, 28. Wit, 30. S.O.S.

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Stock Pattern

NAVAL CHRISTMAS CARDS

available in any quantity
Overprinted with name of
ship or Establishment free
of charge on orders for
50 cards and over.

ILLUSTRATED ORDER FORM WILL
BE SENT ON APPLICATION

SUEZ CANAL

(Continued from page 11)

lay clearance as far south as Suez to free a channel for the through passage of international shipping between the Mediterranean and the Red Sea.

Until full surveys can be made on the wrecks below El Cap it is impossible to estimate the time required to complete this further clearance, although British salvage teams and equipment are available to undertake the work immediately.

According to information available, the Admiralty has also stated, the following 13 foreign merchant ships are marooned in the Canal between El Cap and the destroyed El Firdan bridge.

Nationality	Name	Gross Tonnage
Dutch	Lemsterkerk	7230
Italian	Emma	10394
	Americano	10351
Liberian	Amalfi	10387
	Statue of Liberty	22610
	Eugenio	6975
	Mary	5685
Norwegian	Hektoria	9027
	Eli Knudsen	6617
Panamanian	Brigittie	9243
	Dorado	7244
Swedish	Kyoto	6021
Russian	Poti	7961

The Mary is in the neighbourhood of kilometre 41 and the other 12 ships are in the western branch of the El Ballah cut. In addition, the Yugoslav Dinara (3172 gross tons) and the Liberian African Count (7072 gross tons) are reported to be marooned in the Canal to the southward of the El Firdan bridge.

Information about the clearance of the Canal includes operations up to and including November 27.

Abel . . .



LONDON NOVEMBER CEREMONIES



THIS YEAR was the first occasion that the Home Air Command (Vice-Admiral Sir Caspar John, K.C.B.) has been given the honour of providing the Royal Naval Guard at the Cenotaph. In addition, armed detachments were provided from the Command to represent the Royal Navy in the Lord Mayor's procession and in the Festival of Remembrance at the Albert Hall.

A guard under the command of Senior Commissioned Airman A. R. F. Daniels (R.N.A.S. Lee-on-Solent) carried out the ceremony of "Colours" as part of the Naval contribution to this most memorable occasion. The appreciation of the packed hall for their smart drill must have been ample reward for the hard training these men had undergone.

To undertake these commitments, 130 ratings, drawn from Naval Air Stations throughout the Command, started training at the R.N. Barracks, Lee-on-Solent in mid-October under the Command Gunnery Officer, Lieut.-Commander P. R. Michell.

On November 9, a contingent of 60 under the command of Lieutenant K. E. Varney (R.N.A.S. Culdrose) led the Service detachments in the Lord

Mayor's procession. Their bearing and

steadiness was the subject of much favourable comment.

The following day a further 70 ratings took part in the Festival of Remembrance at the Albert Hall.

A guard under the command of Senior Commissioned Airman A. R. F. Daniels (R.N.A.S. Lee-on-Solent) carried out the ceremony of "Colours" as part of the Naval contribution to this most memorable occasion. The appreciation of the packed hall for their smart drill must have been ample reward for the hard training these men had undergone.

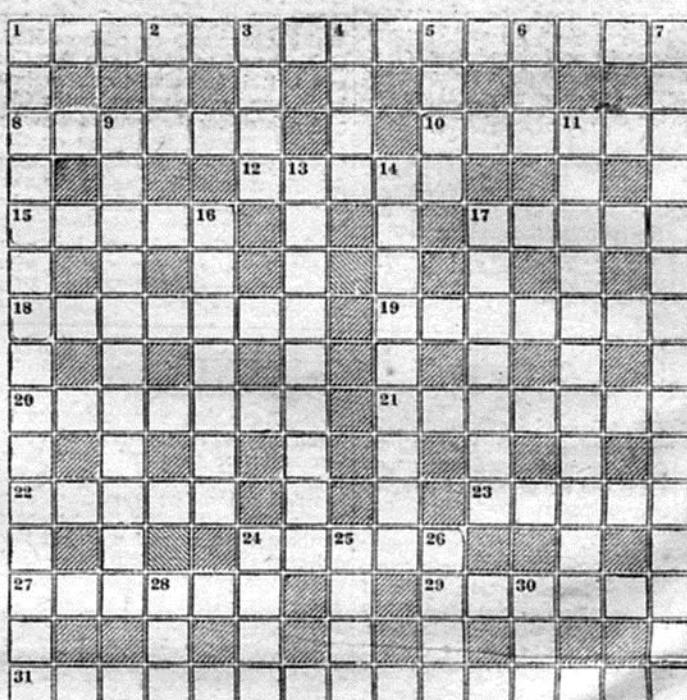
On Sunday morning, November 11, the climax was reached for this contingent from the Home Air Command when they paraded the Royal Naval Guard at the Cenotaph. This honour will long be remembered by all who took part.

by D. B. Knight

Navy News Crossword

No. 27

(Contributed from R.N. Air Station, Anthorn)



CLUES ACROSS

- The fruit crams us (anag.). A vision of Dickens (6, 6).
- Put off at last for doing this against the rules (6).
- Purpose in tenpence (6).
- Cited, maybe, in this (5).
- She starts with a measure and ends with a boy (5).
- Atone in confusion (5).
- Delight about the Sergeant being in Scotland (7).
- Not about a fine mixture—the real thing (2, 5).
- A small measure employed in defence (7).
- The Dame is upset about the Baltic town, and forms an army unit (7).
- An invader of early England (5).
- Horticultural American feature (5).
- Fifty pies to plug (5).
- The Union gathering returns to give a lead to a muddled group. Most delightful (6).
- Turn of a gig in Italy (6).
- At which tovers laugh? (10, 5).

CLUES DOWN

- Hi! Grace, Coral, hop! Being connected with the dance arrangements (15).
- Take time off from office hours (3).
- One item not waiting for man (4).
- Mastication would be impossible without such liquid assistance (4).
- Many found in suitable surroundings to take to flight (4).
- Measure (3).
- "Dismiss," said the Commander, doing this (6, 3, 6).
- Trailer perhaps in cinema (4, 7).
- Exciting art (anag.) (11).
- Descends far from the board (5, 4).
- Part of a bird to demand the cost of uplift (5, 4).
- Colonial capital (7).
- Like 8, but with touchline instead of goal-line (7).
- This is Dec. (4).
- Lizards (4).
- Animal (3).
- Fish (3).